SOUTHERN PACIFIC COMPANY

RIO GRANDE AND TUCSON DIVISIONS SPECIAL INSTRUCTIONS

No. 1

EFFECTIVE SUNDAY, JUNE 11, 1961
AT 12:01 A.M.,
MOUNTAIN STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

W. M. JAEKLE,
General Manager.

J. A. McKINNON,
M. A. McINTYRE,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

D. K. McNEAR,
D. R. KIRK,
Superintendents.

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
Yuma	Dr. C. S. Powell	Dist. Physician & Surgeon
Yuma	Dr. J. F. Stanley	Asst. Dist. Phys. & Suregon
Yuma	Dr. Robert Stratton	Asst. Dist. Phys. & Surgeon
Yuma	Dr. Wm. H. Lyle	Asst. Dist. Phys. & Surgeon
Buckeye	Dr. M. M. Marble, Jr.	Emergency Surgeon
Buckeye	Dr. Robert L. Saide	Emergency Surgeon
Phoenix	Dr. George H. Mertz	Division Surgeon
Phoenix	Dr. D. H. Goodman	Dist. Physician & Surgeon
Phoenix	Dr. H. K. Hernreid	Dist. Physician & Surgeon
Phoenix	Dr. G. E. Smith	Dist. Physician & Surgeon
Phoenix	Dr. L. Westman	Dist. Physician & Surgeon
Phoenix	Dr. Florian Rabe	Dist. Physician & Surgeon
Phoenix	Dr. J. E. Cook	Dist. Physician & Surgeon
Phoenix	Dr. L. E. Kron	Dist. Physician & Surgeon
Phoenix	Dr. James Hurley	Dist. Physician & Surgeon
Phoenix	Dr. L. Shaw	Dist. Physician & Surgeon
Phoenix	Dr. Roy E. Burgess	Oculist
Phoenix	Dr. D. W. Frericks	Aurist
Phoenix	Dr. G. V. Williams	Aurist
Tempe	Dr. M. W. Westervelt	Dist. Physician & Surgeon
Tempe	Dr. B. J. Axel	Asst. Dist. Phys. & Surgeon
Mesa	Dr. M. L. Kent	Dist. Physician & Surgeon
Chandler	Dr. Robert Erickson	Dist. Physician & Surgeon
Coolidge	Dr. Glen H. Walker	Emerg. Phys. & Surgeon
Gilbert	Dr. L. M. Thompkins	Emerg. Phys. & Surgeon
Florence	Dr. W. P. Tucker	Dist. Physician & Surgeon
Hayden	Dr. W. S. Parks	Dist. Physician & Surgeon
Wellton	Dr. N. D. Kline	Dist. Physician & Surgeon
Gila	Dr. V. J. Jeffery	Dist. Physician & Surgeon
Casa Grande	Dr. J. T. O'Neil	Dist. Physician & Surgeon
Eloy	Dr. H. H. Holmes	Dist. Physician & Surgeon
Tucson	Dr. W. C. Finn	Assistant to Chief Surgeon
Tucson	Dr. M. E. Hunt	Attending Phys. & Surgeon
Tucson	Dr. B. W. Saylor	Aurist
Tucson	Dr. Robert Blake	Oculist
Nogales	Dr. J. S. Gonzales	Dist. Physician & Surgeon
Nogales	Dr. Z. B. Noon	Dist. Physician & Surgeon
Nogales	Dr. Deward G. Moody	Emergency Surgeon
Nogales	Dr. C. S. Smith	Oculist & Aurist
Benson	Dr. Q. L. Erd	Dist. Physician & Surgeon
Benson	Dr. M. J. Karchner	Dist. Physician & Surgeon
Willcox	Dr. M. E. Speelman	Dist. Physician & Surgeon
Willcox	Dr. S. Antillon	Asst. Dist. Phys. & Surgeon
Tombstone	Dr. Chas. Keever	Dist. Physician & Surgeon
Lordsburg	Dr. H. W. Sellers	Dist. Physician & Surgeon
Safford	Dr. F. W. Knight	Dist. Physician & Surgeon
Safford	Dr. B. N. Curtis	Asst. Dist. Phys. & Surgeon
Globe	Dr. W. E. Bishop	Dist. Physician & Surgeon
Miami	Dr. I. E. Harris	Asst. Dist. Phys. & Surgeon
Clifton	Dr. S. C. Lovre	Emergency Surgeon
Duncan	Dr. J. J. Lovett	Emerg. Phys. & Surgeon
Deming	Dr. Paul A. Feil	Dist. Physician & Surgeon
El Paso	Dr. E. W. Rheinheimer	Div. Physician & Surgeon
El Paso	Dr. Russell Holt	Asst. Dist. Phys. & Surgeon
El Paso	Dr. B. L. Goodloe	Dist. Physician & Surgeon
El Paso	Dr. W. L. Pierce	Dist. Physician & Surgeon
El Paso	Dr. F. P. Schuster	Oculist and Aurist
El Paso	Dr. S. A. Schuster	Oculist and Aurist
El Paso	Dr. N. F. Walker	Oculist & Aurist Asst.
El Paso	Dr. B. Hardie	Asst. Oculist & Aurist
El Paso	Dr. Bloyce Britton	Asst. Oculist
Douglas	Dr. M. V. Alessi	Dist. Physician & Surgeon
Douglas	Dr. A. K. Duncan	Asst. Dist. Phys. & Surgeon
Douglas	Dr. C. W. Ahl	Asst. Dist. Phys. & Surgeon
Douglas	Dr. E. J. Deissler	Asst. Dist. Phys. & Surgeon
Bisbee	Dr. E. B. Jolley	Dist. Physician & Surgeon
Bisbee	Dr. Joseph Saba	Asst. Dist. Phys. & Surgeon
Tombstone	Dr. Charles Keever	Dist. Physician & Surgeon
Patagonia	Dr. D. R. Mock	Dist. Physician & Surgeon
Alamogordo	Dr. E. P. Simms	Dist. Physician & Surgeon
Alamogordo	Dr. E. T. Faigle	Emergency Surgeon
Carrizozo	Dr. J. P. Turner	Dist. Physician & Surgeon
Vaughn	Dr. R. P. Browder	Dist. Physician & Surgeon
Santa Rosa	Dr. J. J. Galvin	Dist. Physician & Surgeon
Tucumcari	Dr. W. M. Thaxton	Dist. Physician & Surgeon
Tucumcari	Dr. A. T. Gordon	Asst. Dist. Phys. & Surgeon
Roy	Dr. T. F. Self	Emergency Surgeon

NOTE—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

General Hospital	San Francisco, California
S. P. Sanatorium	Tucson, Arizona
Hotel Dieu	El Paso, Texas

WATCH INSPECTORS

San Francisco	C. D. Fabrin, Manager of Time Service, 65 Market Street
Yuma	Martin Jewelry, 1076 Fourth Avenue
Yuma	E. H. Weiner, 244 Main Street
Phoenix	M. H. Gregory
Tucson	Seth E. Rogers, 2242 E. Broadway
Gila	Hopper's Jewelry
Casa Grande	Henry S. Thornton, 125 North Florence
Eloy	Thos. A. Rutherford
Nogales	Richards
Benson	L. O. Torres
Willcox	Lundberg's Jewelry, 114 So. Haskell Ave.
Lordsburg	Pearl's Jewelry
Safford	Adolph J. Cubitto
Globe	Cubitto Jewelry Co.
Miami	J. C. Cubitto, Jr.
El Paso	Miller Jewelry Store, 103 E. Main St.
El Paso	Art Kassel
El Paso	Ditmore Jewelry, 7030 Alameda
Bisbee	Tom Nelson
Alamogordo	A. Sorensen & Son
Tucumcari	Homer Hargrove
Douglas	Hoyal Jewelers
Douglas	Paul M. Whelan

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE A. Employes must have a copy of Rules and Regulations of the Transportation Department effective July 1, 1960.

RULE B. Rules 285-A and 289 and Air Brake Rules 70-A and 90-E have been added, and Rule 852 and Air Brake Rules 2, 2-A, 5, 14, 17, 19, 28, 38-A, 39, 48, 65, 70, 72, 84, 86 and 92 have been revised and such additions and revisions are contained in the Rules and Regulations of the Transportation Department effective July 1, 1960, which also contain other additions and revisions made since December 1, 1951, that are still in effect. Employes must be conversant with these rules.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 10 is revised to read:

COLOR SIGNALS

COLOR	INDICATION
(a) Red	Stop.
(b) Yellow	Proceed at reduced speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Blue	See Rules 26 and 297.

RULE 10-G. On the Nogales, Litchfield, Tempe, Christmas, Globe, Benson-Fairbank, Patagonia, Ft. Huachuca, Don Luis, Bisbee, Lawrence, Clifton and Roy Branches, an unattended red flag by day and, in addition, a red light by night will be placed to right of main track in direction of approach at a distance of one-half mile from the point to be protected, and a torpedo will be placed on rail one-half mile beyond red signal. Flagman will not be provided. Trains stopped by these signals must be governed by signal or instructions from the foreman in charge.

RULE 10-H. On the Litchfield, Tempe, Christmas, Nogales, Globe, Benson-Fairbank, Patagonia, Fort Huachuca, Don Luis, Bisbee, Lawrence, Clifton and Roy Branches, a green signal will not be displayed to the right of each track at the limit of restriction. Instead limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engines reach the yellow signal so displayed, or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order or timetable bulletin.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of the siding in direction of approach. If clearance between siding and main track does not permit display of these signals to the right of the siding in direction of approach, signals may be displayed to the left of the siding. Display of these signals to the left of a siding in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 26 is revised to read:

When employes are working between, upon, in or under an engine or units, train, car or cars for purposes of inspection, repair or service of any of them, a blue sign reading "Men at Work" (white lettering on blue background) must be displayed at each end of track or equipment to which coupling can be made. If engine is attached to train, car or cars, blue sign on engine end must be displayed on engineer's side of cab. On tracks regularly assigned for repairing of cars a blue sign must be displayed on a standee on the track or between rails of the track and switches leading thereto must be locked with a special lock.

At night a blue light must be attached to each blue sign prescribed herein.

When more than one class of employe is engaged in the work, a disk with the name of each employe or each class must be attached to the blue sign. A disk may be removed only by the employe attaching it or by an authorized employe. Signs or lights must not be removed by any person other than the employe who placed it, or by an authorized employe, and not until all disks, if any applied, have been removed.

An engine, train, car or cars protected by a blue sign must not be moved nor coupled to, or other equipment placed so as to obstruct the view of the signs or lights.

When repair work is to be done between, upon, in or under an engine or units, train, car or cars and blue signs are not available, engineer must be orally notified by the employe in immediate charge of the work and complete understanding had to prevent movement while work is being performed. The same employe is required to notify the engineer orally when the work has been completed.

RULE 95. When conductor and/or engineer is changed at Gila, Phoenix, Lordsburg, Douglas and Carrizozo, such trains must obtain a clearance OK'd by the Chief Train Dispatcher and train order, if any, which will authorize display of markers, train indicators and signals, if any.

RULE 206-B. When rubber stamp and printed train order form are used for issuance of Form Y train order, train dispatcher after recording form in train order book with stamp is required to write and transmit only the order number, addresses, mile post locations, station, times and dates. Train order operators using the printed form for such train orders are required to copy and repeat only that portion of the order transmitted by the train dispatcher.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Routes", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 286. When distant signals governing movements on controlled sidings display yellow aspect, train may proceed on siding at restricted speed expecting to find siding occupied by preceding train.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track. Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits, train dispatcher must also be notified by telephone when movement completed.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Within CTC limits, train dispatcher's permission must also be obtained before lock box door is opened.

When block indicators indicate "block occupied", instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

INTERLOCKING

RULE 663 (b). When movements are made under the provisions of this rule which involve moving over dual control switches, such switches must be placed in hand position and locked until movement over the switch has been completed. When movement has been completed, switches must be returned to normal position and selector lever restored to motor position and locked.

CENTRALIZED TRAFFIC CONTROL

RULE 765. Within CTC limits, when necessary to perform switching involving the use of hand-operated main track switch not equipped with an electric switch lock, train dispatcher must designate the work limits and clock time limit which must not be exceeded, and main track must be occupied continuously until switching completed.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 873. Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

RULE 883, First Paragraph is revised to read: When an engine is left without an employe in charge, it must, when practicable, be placed on track affording protection against entry to main track; hand brakes must be fully applied, wheel secured with blocking chain, reverse lever removed from control stand and cab doors locked. If live engine, independent brake also must be placed in full application.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure of 90 pounds must be maintained on identified freight trains authorized to operate at speeds shown in Column 1 of Speed Restrictions for Trains, with maximum speed of 60 or 65 MPH.

RULE 14. When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement, and unit selector switch on lead unit placed in No. 3 position.

Trains handled by DF-605, 607, 608, 609, 611 class engines must not use more than four units of dynamic brakes. Dynamic brake cable must be removed between fourth and fifth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

Trains handled by DF-1 to 12 or DF-603, 606 class engines must not use more than five units of dynamic brakes. Dynamic brake cable must be removed between fifth and sixth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

RULE 23. Gondola cars SP 345000 to 345599 are equipped with air brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty. Before leaving station or point where such cars have been added to the consist or where crews are changed the outgoing engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 30 pounds whether cars are loaded or empty.

RULE 33. When gross tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH, except when gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2% to 1.5% and 20 MPH on descending grades in excess of 1.5%. Grades and maximum speed of train permitted where such restrictions apply are shown herein by mile post locations.

Restrictive grades are as follows:

EASTWARD—TUCSON TO LORDSBURG			WESTWARD—LORDSBURG TO TUCSON		
MP	MP	Grade%	MP	MP	Grade
1030.78 to	1032.11	1.3	1041.07 to	1040.00	1.4
Eastward—Bowie to Miami			1036.96 to	1035.77	1.4
1219.10 to	1220.70	2.0			
1222.12 to	1222.84	2.0			

Eastward, Fairbank to Patagonia:			Westward, Ft. Huachuca to Lewis Springs:		
MP	MP	Max. Grade	MP	MP	Max. Grade
1078.31 to	1078.85	1.42%	1070.99 to	1069.13	2.86

MISCELLANEOUS

5. Helper service:

(a) Helper engines must not be placed behind wooden underframe equipment.

(b) Helper engines consisting of not more than two units may be placed behind caboose.

(c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

6. Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

27. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks or chains, and power plants and steam generators, if any, on engine shut down.

28. DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN		RUNNING FORWARD LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks.	79	#30	77	85
DF-1 to 12 with 62/15 gear ratio trucks.	70	#30	65	76
DF-100	65	##65	65	—
DF-127	65	##65	65	71
DF-114, 117, with 62/15 gear ratio trucks	65	##65	65	—
DF-114, 117 with 65/12 gear ratio trucks	55	##55	55	—
DF-116, 118, 120	70	##70	65	—
DF-121, 122, 124, 125	70	##70	65	76
DF-101, 103 to 107, 109 to 112	35*	##35	*45	—
DF-200 to 206	55	##55	55	—
DF-300 to 306	65	##65	65	—
DF-307	60	##60	60	—
DF-500, 501	70	##70	65	—
DF-603 with 61/16 gear ratio trucks	70	##70	71	76
DF-603, 606 with 60/17 gear ratio trucks	79	##79	77	85
DF-605, 607, 610 to 616	65	##65	65	71
DF-608	65	##65	65	71
DF-800	70	#30	70	76
DP-4, 7, 12	79	#30	98	85
DP-5, 6, 8, 9, 10, 11	79	#30	90	85
DP-13	79	#30	80	85
DS-1, 4, 5	45	45	45	—
DS-2, 3, 6 to 12	60	60	60	—
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	##60	60	—
DS-109	65	65	65	—
DS-200 to 205	35	35	35	—
RDC	79	#30	85	85
Any Steam or Diesel Engine Not Listed	35	25	—	—

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

##When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

*On less than 90-lb. rail must not exceed 25 MPH.

When handling DS-200, 201 class dead in train traction motor brushes must be removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train. If weight is less than 150,000 pounds dead diesel engines must be placed near rear of train.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers, if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars	40	30
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW-4088 (locomotive crane pile-driver):		
with boom detached and trailing	35*	25*
with boom attached and trailing	25*	15
Relief outfits with steam derrick, except:	45	25*
Nos. 7007, 7033 and 7034 (Relief outfits 7032 and 7033 must not be operated on any branch	35*	25*
Power shovel on own wheels	35*	25*
Ditchers on own wheels, except:	35*	25*
SPMW-4044	25*	25*
Car-top ditchers, if blocking and tie-down cable are removed	35*	25*
K&J pedestal or center-hinged air-dump cars, loaded or empty (except SPMW-5100 to 5289)	35*	25*
Locomotive cranes:		
with boom disconnected, heavy end forward	35*	25*
with boom disconnected, light end forward	20*	15
with boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains containing cars CG-50 to 63; MKT-45051 to 45070; NCStL-18097 to 18120 and 18263, 18349, 18481, 18498; RFP-280 to 288	60	60
Trains of deadhead equipment with caboose	60	..
Passenger trains with caboose	60	..
Engine and caboose only, except:	..	60
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:	..	40
On curves	..	30
Logs loaded on flat or logging cars, except:	..	35
On curves	..	25
Through truss bridges, tunnels, and passing stations	..	15

Freight cars must not be handled behind occupied passenger carrying cars, except in military or naval mixed trains.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

RULE 10-J. Speed signs for eastward movement on No. 1 track, Dome to Wellton are located to left of No. 1 track; speed signs for westward movement on No. 2 track, Wellton to Dome are located to left of No. 2 track, and are located as follows:

Eastward No. 1 Track		Westward No. 2 Track	
MP	Reading	MP	Reading
755.12	55	770.65	75—60
759.00	60	768.57	79—60
762.88	79—60	763.63	60
767.82	75—60	761.10	60
769.97	50	759.75	55
		755.87	45

Other speed signs to left of track:

Eastward	Reading
MP 733.01	60—55
MP 736.76	35
MP 974.82	75—60

Westward	Reading
MP 792.50 (Mohawk)	70—60
MP 856.52	30
MP 875.23	50

RULE 21. Identification of superior trains must be made by eastward trains enroute Phoenix Subdivision between Yuma and Wellton to be applied at Wellton, and by westward trains enroute Phoenix Subdivision between Tucson and Coolidge to be applied at Coolidge. Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

RULE 21-C. Eastward trains authorized at Yuma and westward trains authorized at P.F.E. Yard or Tucson, enroute Phoenix Subdivision must display indicators and signals, if any, within CTC limits between East Yard and Wellton, and between Stockham and Coolidge.

At Yuma, P.F.E. Yard and Tucson, incoming trains may display indicators until arrival of engine on service track.

RULE 82-A. Eastward trains originating Yuma, and westward trains originating P.F.E. Yard or Tucson, enroute Phoenix Subdivision with same conductor and engineer must obtain two clearances, one endorsed Gila Subdivision and one endorsed Phoenix Subdivision. Phoenix Subdivision clearance and orders, if any, addressed to such trains at Yuma, P.F.E. Yard or Tucson authorizes movement on Phoenix Subdivision.

RULE 83. Check of train register at Yuma by eastward trains enroute Phoenix Subdivision will apply at Wellton. Check of train register at Tucson by westward trains enroute Phoenix Subdivision will apply at Coolidge.

RULE 83-A. At following stations only trains indicated will register:

Gila.....................All trains.
Tucson.................} Trains originating or terminating.
P.F.E. Yard..........}

RULE 85. Within CTC limits, between East Yard and Wellton and Stockham and Picacho, a section of a regular train must not pass and run ahead of another section of the same schedule without first exchanging train orders with the section to be passed, each section to exchange indicators and display signals if necessary.

RULE 93. Yard limits within which the provisions of Rule 93 will apply except within CTC limits are established at the following points:

West MP		East MP
731.51	Yuma	737.83
	" (Yuma Valley RR)	0.22
854.20	Gila	857.70
977.96	Tucson	(No. 2 Track) 993.00
	"	(No. 1 Track) 992.09
	"	(Nogales Br.) 987.42
1042.37	Nogales	1049.89

Yuma: Eastward freight trains must not pass Signals 7340 and 7342 unless proceed signal received, white flag by day, green light by night.

Westward signal adjacent to No. 2 track, MP 734.10, will display red aspect only and trains and engines will be governed by Yardmaster's instructions before passing this signal.

Nogales: Trains arriving Nogales with not to exceed 40 cars, unless otherwise instructed, will trail through spring derail in main track at west end of yard, proceed on main track and stop short of fouling point of crossover from main track to No. 1 yard track, west of Court Street. If yard crew is not available on arrival, road engine will be left attached to train.

RULE D-97-A. Will apply as follows:

On both main tracks between end of CTC, MP 732.45, Yuma and East Yard.

On both main tracks between P.F.E. Yard and Stockham.

RULE 103-A. GILA: On all yard tracks, trains and engines must stop before passing over Martin Avenue crossing unless a member of crew is in position at crossing to protect traffic or it is known that crossing signals are operating.

At the following locations, trains or engines moving under the provisions of Rules 771 and 776 must not enter the crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating.

Station	Location	Mile Post
Stockham	End of double track—Prince Road	979.6
Maricopa	East siding switch, County Highway	897.8

All movements over crossing of Highway US-89 on Drill Track to American Smelting & Refining Company mine, MP 999.76, west of Sahuarita are restricted to daylight hours only.

Except in an emergency, trains must not stop while on the highway right-of-way. Eastward trains entering the Drill Track will continue across and clear of the highway before stopping for brakeman to board train. Westward trains will stop at the highway right-of-way line and not proceed until main track switch has been lined for continued movement across highway. Switching movements must not be made at main track switch to Drill Track.

A flagman must precede all movements over:

Yuma........1st, 2nd, 3rd and 4th Sts., on yard tracks,
Tucson......West Congress St.,
"...........South 4th Ave.,
"...........South 6th Ave.,
"...........Simpson St.,
Sahuarita.....Nogales Highway, on Eagle Picher Spur,
Nogales......Banks Bridge crossing at MP 1048.92,
Nogales......Court and Park Sts.

RULE 104. Normal position of rigid switches at the end of double track and at junctions, is as follows:

Yuma........Yard track on Madison Ave., for YVRR main track,

Derails on main track:

Nogales......Spring point derail, facing westward movement, just west of west switch of first yard track north of main track may be trailed through in eastward movement.

RULE 105. Smurr is not a controlled siding. Main track switches are equipped with electric locks.

RULE 201. Train orders and clearances between Yuma and East Yard and Yuma Valley Railroad, except for westward trains originating East Yard, will be issued by authority and over the initials of chief train dispatcher, Tucson Division.

RULE 204. Trains of Gila and Phoenix Subdivisions with same conductor and engineer may be issued train orders on one Subdivision that affect their movement on Gila or Phoenix Subdivision.

RULE 221. Wellton is train order-office only for eastward trains enroute Phoenix Subdivision.

P.F.E. Yard and Tucson are train-order offices only for trains originating.

RULE D-251. Will apply as follows:

On both main tracks between end of CTC, MP 732.45, Yuma and East Yard. Westward freight trains and engines must receive proceed signal (white flag by day, green light by night) before leaving East Yard.

Between MP 734.00 and MP 737.50 westward track is identified as No. 1 track and eastward track is identified as No. 2 track, and trains and engines may use main tracks in either direction being governed by signal indications.

On both main tracks between P.F.E. Yard and Stockham. Extra trains and engines must receive proceed signal (white flag by day, green light by night) before leaving P.F.E. Yard.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA".

Eastward Signals	Protection	Westward Signals
P-A P-A	Spring switch, east end Colorado River bridge	
P-A, East end P-A, Fortuna	High water detector Bridge, 745.79	P-7461
P-A Dome No. 1 Track	Collision detector, Ligurta underpass, MP 760.61	P-7607
P-7606 No. 2 Track	Collision detector, Ligurta underpass, MP 760.61	P-A MP 768
P-7988	High Water Detector, Bridge 798.99	P-A West end P-A Stoval
P-8556 P-8558	Spring switches to crossovers, Gila	P-8557 P-8559
P-8674	High Water Detector, Bridge 868.88	P-A West end P-A Shawmut
P-8948	High Water Detector, Bridge 894.92	P-A West end P-A Maricopa
P-A, East end P-A, Maricopa	High water detector, Bridge 898.96	P-8991
P-A	Spring switch, west end westward siding, Stockham	
P-9834	Spring switch, west end crossover, Sixth Ave., Tucson	
P-9850	Spring switch, west end crossover, Cherry Ave.	
	Spring switches, east ends crossovers, Cherry Ave.	P-9853
	Spring switch, end double track, P.F.E. Yard, MP 985.48	P-SA

Stockham: Dragging equipment detector installed on both main tracks at MP 979.58, just west of Prince Road.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Yuma: Signal 7342 on drill track governs eastward movements through crossover to main track only and will remain dark until crossover switch is opened.

Gila: Eastward signal P-8558 and westward signal P-8557 on No. 1 track govern movements through crossovers to main track only and will remain dark when inside switches of crossovers are lined for movement on No. 1 track.

Push buttons on instrument cases opposite signals P-8556 and P-8559. When movements are to be made through crossovers to main track to enter CTC limits, permission must first be obtained from train dispatcher, then push button on instrument case opposite signal governing movement actuated to clear the signal.

Tucson: Eastward 2-unit searchlight type signal P-9834 top unit governs movements on eastward main track, bottom unit governs movements to passenger tracks Nos. 1 and 2. When this signal displays indications per Rule 288, Fig. C (diverging route) eastward freight trains must not pass this signal except on instructions from yardmaster.

When westward searchlight type signal 9835 displays stop indication westward freight trains must not pass this signal if there is a westward passenger train in passenger tracks Nos. 1 or 2, except on instructions from yardmaster.

Signals 9853 and 9855 on Nogales lead at Cherry Ave. govern Westward movements through crossovers to main tracks only, and will remain dark until crossover switch is opened.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Gila	Westward crossover to No. 1 track	Main Track
Gila	Eastward crossover to No. 1 track	Main Track
Stockham	West end westward siding	Main Track
P.F.E. Yard	End double track, MP 985.48	Westward Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*East Yard	East end No. 1 yard track	Eastward track
*Tucson	West end crossover, Stone Ave.	Westward track
*Tucson	West end crossover from passenger tracks	Eastward track
*Tucson	West end crossover, Cherry Ave.	Westward track
*Tucson	East end crossover, Cherry Ave.	Crossover
*Tucson	West end crossover from Nogales lead, Cherry Ave.	Eastward track

*Equipped with switch point indicator. Spring switches are also located on engine leads at Tucson.

Yuma: Spring switch on engine lead equipped with switch-point indicator. Indicator does not indicate track occupancy. Indicator will display green aspect with switch in either normal or reverse position. When indicator displays red aspect or indicator light is extinguished, careful examination of switch must be made before making a facing point movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows:
S	Eastward "A" MP 848.38	Smurr	Enter siding Smurr
S	Westward "A" MP 850.80	Smurr	Enter siding Smurr
W	Stub mast MP 982.8	South Line Jct., Tucson	Stop until light in indicator extinguished.

Indicator on mast MP 986.8, Nogales Branch, Tucson. When letter W is illuminated westward trains must stop east of indicator. When flashing white light is displayed train is authorized to proceed to P.F.E. Yard.

RULE 760. CENTRALIZED TRAFFIC CONTROL. Limits extend from eastward absolute signals at end of double track, East Yard, MP 737.38, to westward absolute signals at fouling point west end No. 1 track, Gila, MP 854.11; and from eastward absolute signals at fouling point east end No. 1 track, Gila, MP 857.34 to westward absolute signal at end of double track, Stockham.

East Yard: West switch crossover, between yard track No. 1 and eastward main track is hand operated, normal position for movements to drill track. Eastward absolute signal located on signal bridge just west of this switch governs movements through crossover to eastward main track when switch is lined for movement through crossover, and on drill track when lined for movement to drill track. Westward absolute signal located on drill track just east of this crossover governs westward movements on drill track.

Between Wellton and Dome, westward track is identified as No. 1 track and eastward track identified as No. 2 track. Signals are provided for movement of trains in either direction on both main tracks, being governed by indications of absolute and automatic block signals. RULE 509 (c) applicable to single track will apply on both tracks. Crossovers equipped with dual control switches installed at MP 768.

PFE Yard: When a train is standing on main track east of spring switch MP 985.5 (end of CTC), engines with or without cars may pass eastward absolute signal MP 985.5 governing main track movements over spring switch displaying stop indication at restricted speed without stopping and without obtaining permission from train dispatcher to couple engines or cars to such train.

RULE 765. Will apply when necessary to use Midwest Alfalfa Products spur, Blaisdell, MP 746.62, and spurs at Granite spur and Ligurta. Main track switches to these spurs not equipped with electric locks.

RULE 825. Instructions for setting hand brakes:

Yuma:	Freight trains	Four brakes on east end, Two brakes on west end;
East Yard:	Freight trains	Two brakes on east end, Five brakes on west end;
Tucson:	Passenger trains	Two brakes on west end, Two brakes on east end;
Tucson and PFE Yard:	*Freight trains,	
	50 cars or more	Fifteen brakes on west end, Ten brakes on east end;
	49 cars or less	Ten brakes on west end, Five brakes on east end.

*Hand brakes will not be set if outgoing crew takes charge of train on arrival, and if inbound crew is advised by yardmaster that engine is not to be detached and no switching is to be performed on the train, or if switch crew takes charge of train on arrival; except, hand brakes will not be set on trains yarded on main track at PFE Yard unless outgoing crew is not on hand to take charge of train on arrival.

Tucson: Hand brakes will not be set on Golden State and Sunset unless engine is detached. If engine is detached sufficient hand brakes must be set to prevent uncontrolled movement of cars.

Hand brakes on passenger trains are to be set after engine is spotted for oil. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

Hand brakes must be securely set on all cars left at Eagle-Picher plant, Sahuarita. Cars must not be left west of derail.

RULE 826. Yuma and Tucson: Indicator lights located above tracks at each end of PFE icing platform govern movements on these tracks as follows:

Green	Tracks may be used for train or switching movements.
Yellow	Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.
Red	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted.	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 872. Enginemen taking charge of engines at Gila will consider engines as having been amply supplied with fuel and sand.

Enginemen taking charge of engines at Tucson and P.F.E. Yard will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 24-B. Gila: When engine crew, train crew, or both, are changed on freight trains, but train consist including engine and caboose remains intact, after stopping incoming engineer will make full service brake application and leave brakes applied.

Outgoing trainman, after noting brakes applied on rear car will signal outgoing engineer to release brakes, noting that brakes release on rear car and brake pipe pressure in caboose is being properly restored.

RULE 24-E. Will apply at Tucson.

MISCELLANEOUS

6. Rillito: Cars must not be kicked or dropped into Arizona Portland Cement Spur, and cars must not be left standing on this spur west of insulated joints at east end of circuit actuating Highway Crossing Signals. Chains across crusher spur at each end of pit are secured by snaps to posts, and may be unfastened to move cars to or from pit. Chains must be fastened across track when there is no car spotted over pit.

Derail on crusher spur, located 80 feet east of crusher pit, must not be lined for movement into spur until it is known that track over pit is ready for the movement.

PFE Yard: Look out for ice and material alongside PFE tracks.

10. Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
All engines	Casa Grande	Track scales on cotton oil mill spur, and Casa Grande Warehouse spur.
"	Rillito	On open pit at Arizona Portland Cement Co. Trainmen must not cross pit, but must go around pit via stairway.
"	Sahuarita	Across Eagle-Picher ore bins.

11. Load limit (car and contents):

Yuma-PFE Yard	251,000 pounds
Tucson-Nogales	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS.

Station	Capacity in cars	
East Yard	117	(Water)
Wellton	2	(Water)
Gila	5	(Water)
Maricopa	6	(Water)
Casa Grande	20	(Water)
Picacho	2	(Water)
Red Rock	13	(Water)
Tucson	104	(Water)
Amado	28	(Water)
Otero	4	(Water)
Nogales	97	(Water)

29. Operation of Yuma Valley Railroad is under the jurisdiction of the Los Angeles Division except train dispatching is handled by the Tucson Division.

Movements on YVRR are governed by SPCo Rules and Regulations of the Transportation Department, Air Brake Rules and Regulations, timetable, Special Instructions and timetable bulletins.

Trains must not exceed 10 MPH between MP 0.00 and 0.53, 25 MPH between MP 0.53 and MP 14.70, and 10 MPH between MP 14.70 and MP 16.08, except must not exceed 8 MPH over trestle at U. S. R. S.

Impaired clearance at Spillway, MP 10.25.

Normal position of junction switch at Yuma is for YVRR main track.

Track out of service and must not be used east of MP 16.08 (Somerton).

Load-limit (car and contents):

Yuma-Somerton 210,000 pounds

Unless authorized by Superintendent heavier loads must not be handled.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description
YVRy MP 10.00	Canal Spillway gates	Side
983.90 Tucson	Car repair shed	Side
	NOGALES BRANCH	
988.30 Tucson	Loading chute	Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Centralized Traffic Controlled sidings and turnouts	25
Through other sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On branches	10
★Over, upon, or across any street crossing, Yuma	5
On Government tracks at Yuma airport	10
Spur to A.S. & R. mine, Sahuarita, Eastward	40
Westward	20

★Regulated by City ordinance.

SPECIAL INSTRUCTIONS—GILA SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP	PASSENGER TRAINS Column: 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
EASTWARD, YUMA TO P.F.E. YARD:			
732.29 to 733.01	15	15	15
733.01 to 737.49	60	55	60
737.49 to 737.51 (Through Turnout)	35	35	35
737.51 to 745.61	79	60	70
745.61 to 748.58	75	60	70
748.58 to 755.12 (No. 2 Track)	45	45	45
755.12 to 759.00 "	55	55	55
759.00 to 761.10 "	60	60	60
761.10 to 762.88 (No. 2 Track)	60	55	60
762.88 to 768.57 "	79	60	70
768.57 to 770.65 "	75	60	70
770.65 to 770.84 "	50	50	50
770.84 to 792.54	70	60	70
792.54 to 794.30	50	50	50
794.30 to 795.00	60	60	60
795.00 to 823.00	70	60	70
823.00 to 825.18	60	60	60
825.18 to 855.75	70	60	70
855.75 to 855.77	30	30	30
855.77 to 866.98	70	60	70
866.98 to 874.48	50	50	50
874.48 to 918.40	70	60	70
918.40 to 919.24	40	40	40
919.24 to 936.82	70	60	70
936.82 to 975.57	79	60	70
975.57 to 975.96	75	60	70
975.96 to 979.37	79	60	70
979.37 to 979.40	50	50	50
979.40 to 981.91	79	60	70
981.91 to 982.73	60	60	60
982.73 to 983.48	30	30	30
983.48 to 986.00, except	20	20	20
through crossover MP 983.67 and turnout MP 984.10	15	15	15
EASTWARD, DOME TO WELLTON (No. 1 Track)			
748.58 to 755.12	45	45	45
755.12 to 759.00	55	55	55
759.00 to 762.88	60	60	60
762.88 to 768.57	79	60	70
768.57 to 770.72	75	60	70
770.72 to 770.84	50	50	50
EASTWARD, TUCSON TO NOGALES:			
984.18 to 985.10		15	15
985.10 to 987.10		25	25
987.10 to 1017.15		49	49
1017.15 to 1024.90		40	40
1024.90 to 1027.92		49	49
1027.92 to 1039.75		40	40
1039.75 to 1042.78		49	49
1042.78 to 1046.37		40	40
★1046.37 to 1049.89 (Nogales)		20	20

TERRITORY MP MP	PASSENGER TRAINS Column: 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
WESTWARD, P.F.E. YARD TO YUMA:			
986.00 to 983.48, except	20	20	20
through turnouts MP 984.02 and 983.81	15	15	15
983.48 to 982.73	30	30	30
982.73 to 981.91	60	60	60
981.91 to 979.40	79	60	70
979.40 to 979.37	50	50	50
979.37 to 975.96	79	60	70
975.96 to 975.57	75	60	70
975.57 to 936.82	79	60	70
936.82 to 919.24	70	60	70
919.24 to 918.40	40	40	40
918.40 to 874.48	70	60	70
874.48 to 866.98	50	50	50
866.98 to 855.77	70	50	70
855.77 to 855.75	30	30	30
855.75 to 825.18	70	60	70
825.18 to 823.00	60	60	60
823.00 to 795.00	70	60	70
795.00 to 794.30	60	60	60
794.30 to 792.54	50	50	50
792.54 to 770.84	70	60	70
770.84 to 770.72 (No. 1 Track)	50	50	50
770.72 to 768.57 "	75	60	70
768.57 to 762.88 "	79	60	70
762.88 to 759.00 "	60	60	60
759.00 to 755.12 "	55	55	55
755.12 to 748.58 "	45	45	45
748.58 to 745.61	75	60	70
745.61 to 737.51	79	60	70
737.51 to 733.01 except through turnout to No. 2 Track. MP 737.51 to MP 737.49	35	35	35
733.01 to 732.29 (Until engine passes spring switches)	15	15	15
WESTWARD, WELLTON TO DOME (No. 2 Track)			
770.84 to 770.65	50	50	50
770.65 to 768.57	75	60	70
768.57 to 762.88	79	60	70
762.88 to 761.10	60	55	60
761.10 to 759.00	60	60	60
759.00 to 755.12	55	55	55
755.12 to 748.58	45	45	45
WESTWARD, NOGALES TO TUCSON:			
★1049.89 to 1046.37		20	20
1046.37 to 1042.78		40	40
1042.78 to 1039.75		49	49
1039.75 to 1027.92		40	40
1027.92 to 1024.90		49	49
1024.90 to 1017.15		40	40
1017.15 to 987.10		49	49
987.10 to 985.10		25	25
985.10 to 984.18		15	15

★Regulated by City Ordinance.

Identified freight trains, with maximum of 70 cars or 3,000 tons and tonnage does not exceed 60 tons per operative brake, and handling no restricted cars, are authorized to operate at speeds shown in column 1, except must not exceed 65 MPH.

NOGALES BRANCH: When engines of classes DF-4, 9, 11, 12, 608, 609 and 610 are operated on Nogales Branch, speeds shown between mile post locations as listed below must not be exceeded:

MP		MP	DF-9	DF-4, 11	DF-12, 608 609, 610
1017.15	to	1024.90	35	30	25
1027.92	to	1039.75	35	30	25
1042.78	to	1046.37	35	30	25

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Yuma to East Yard MP 789 to Mohawk MP 822 to Sentinel	East Yard to MP 789 Mohwak to MP 822 Sentinel to Gila Blaisdell to Fortuna	Gila to Estrella	Fortuna to Yuma Mohawk to Blaisdell Estrella to Maricopa P.F.E. Yard to Maricopa Estrella to MP 796	Maricopa to P.F.E. Yard	Maricopa to Estrella	MP 796 to Mohawk
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1875	2150	1375	3075	2150	2150	1525
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	....	....	....	....	....	....	....
	6019 to 6033, 5918 to 5924	....	....	....	....	....	....	....
	6034 to 6045	3125	2975	1925	3075	2975	2975	2575
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2125	2425	1525	3400	2425	2425	2050
	with 61:16 gear ratio	1825	2100	1375	2950	2100	2100	1525
	with 60:17 gear ratio	1675	2150	1250	2700	2150	2150	1375
DF-100	5200 to 5202	2850	3325	2150	....	4875	....	2350
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	....	....	....	4800	3325	3325	....
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	5000	....	4875	3425
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	3525	4000	2600	5900	4000	4000	3650
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	1750	2025	1325	2925	2025	2025	1450
DF-305, 306	4624 to 4633	1975	2275	1500	3225	2275	2275	1650
DF-307	4634 to 4645	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....	....
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891	2825	2650	1725	3575	2650	2650	2400
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	2725	3150	2025	4325	3150	3150	2325
DS-1 to 8	1000 to 1032	900	1025	650	1475	1025	1025	725
DS-9 to 12	1033 to 1090	1600	1825	1200	2600	1825	1825	1300
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1350	1575	1025	2225	1575	1575	1125
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1875	2000	1300	2900	2000	2000	1525
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1650	1925	1300	2700	1925	1925	1375
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....

NOMINAL CLASS	ENGINE NUMBERS	Tucson to Calabasas	Calabasas to Nogales	Nogales to Tucson
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2175	1600	6050
	with 61:16 gear ratio	....	....	....
	with 60:17 gear ratio	....	....	....
DF-100	5200 to 5202	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	3900	2175	5000
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	4400	2600	10000
DF-200 to 206	5100 to 5120	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	1825	1325	4000
DF-305, 306	4624 to 4633	2050	1500	4000
DF-307	4634 to 4645	....	....	....
DF-500, 501	4800 to 4815	4075	3000	10000
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844 5872 to 5891	2900	1850	10000
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	3475	2075	10000
DS-1 to 8	1000 to 1032	1125	825	4000
DS-9 to 12	1033 to 1090	1650	1200	4000
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1750	1275	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1800	1300	4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1725	1250	4000
DS-200, 201	1900 to 1903	....	....	....

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—PHOENIX SUBDIVISION

RULE 10-J. Speed signs to left of track:

Eastward	Reading
MP 904.74 (Phoenix)	15

RULE 21. Identification of superior trains must be made on double track between Phoenix and Phoenix Yard to be applied at end of double track.

Freight trains using second main track between Phoenix Yard and Kendall must identify superior trains on main track, to be applied at Kendall.

Reduce speed sufficiently to permit identification and comply with Rule 14 (k).

RULE 21-C. At Phoenix, incoming trains may display indicators until arrival of engine on service track.

RULE 81. Second main track between east end Phoenix Yard and Kendall may be used by freight trains when authorized by train order. Single track rules apply.

RULE 82-A. Trains originating Phoenix are not required to obtain clearance at Phoenix Yard.

Trains originating Phoenix Yard are not required to obtain clearance at Phoenix.

Westward trains originating Hayden and operating Hayden to Ray Jct. only are not required to obtain clearance at Hayden.

Trains authorized at Phoenix or Phoenix Yard enroute Gila Subdivision with same conductor and engineer are thereby authorized on both Phoenix and Gila subdivisions.

RULE 83-A. At following stations only trains indicated will register:

Phoenix........First class trains and trains originating or terminating.
Phoenix Yard. Trains originating or terminating.

Trains operating between Hayden and Ray Jct. only, may defer registering arrival at Hayden until after ore has been unloaded and train returns to Hayden train order office.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
874.22	Buckeye	877.02
888.80	Litchfield Jct.	890.60
	" (Litchfield Branch)	End of track
894.23	Tolleson	896.89
900.96	Phoenix	908.79
914.23	Tempe	915.39
	" (Tempe Branch)	End of track
920.45	Mesa	922.88
928.09	Chandler	931.09
925.66	Gilbert	928.48
986.84	Ray Jct.	988.72
998.80	Hayden	1004.90

Phoenix: Tracks at east and west end of Union Station are used jointly by AT&SFRy and SP trains. Yard and light engines must avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and may proceed only when track is known to be clear.

Phoenix-Phoenix Yard: Unless otherwise instructed, Westward main track between Phoenix, MP 906.1, and end of double track Phoenix Yard, MP 907.4, will be used by passenger trains in either direction as single track.

Eastward main track between end of double track Phoenix Yard, MP 907.4, and Phoenix, MP 906.1, may be used by trains and engines as a yard track, and movements made under rules applicable to movement on yard tracks.

Phoenix Yard: Freight trains arriving or departing must receive proceed signal (white flag by day, green light by night), or oral instructions from Yardmaster, before passing 7th Street or 16th Street.

Proceed signal (white flag by day, green light by night), or oral instructions from Yardmaster, will be an indication to Westward trains crossing over Eastward track to Westward track that protection for such movement has been provided on both main tracks. Yardman giving signal, or Yardmaster giving oral instructions, is responsible that such protection has been provided.

RULE 99-C. Will apply as follows:
On Christmas Branch.

RULE 103-A. A flagman must precede all movements over:

Pipeola.......Crossings within Southern Pacific Pipe Line reservation.
Tovrea, Washington St.,
Tempe, Spur crossing Mill Ave. and 8th St.,
Mesa, Spur crossing East Main St.,

A flagman must precede all switching movements over Fifth St., Tempe.

Trains and engines must not exceed 5 MPH over Baseline Road at MP 917.84 on Tempe Branch, until crossing is blocked.

RULE 104. Normal position of rigid switches at the end of double track and at junctions, is as follows.

Litchfield Jct.... Litchfield Br., for Phoenix line,
Phoenix.........Switch in Eastward Track, immediately west of First Avenue, from main track to Eastward Track,
Phoenix.........West end double track, for westward track,
Kendall........Second main track, for main track,
Tempe Jct.......Tempe Br., for Phoenix line,
McQueen.......Christmas Br., for Phoenix line,
Magma..........Magma-Arizona RR main track, for back track,
Ray Jct.........KCCRR main track, for yard track,
Hayden.........KCCRR line, for Christmas Branch,
Hayden.........SMARR main track, for Christmas Branch.

Derails on main track:
Christmas.......250 feet east of west switch.

RULE 104-E. Ray Jct.: Automatic switch stand on main track switch of westward crossover to yard track, just east of station. Trains and engines making facing point movement over this switch must stop and ascertain that points are in proper position. Trains and engines making trailing movement over this switch may leave switch in position to which forced by the trailing movement.

RULE 105. Fowler: Siding is track north of main track.
Mesa: Siding is track south of main track.

RULE 204. Trains of Gila and Phoenix Subdivisions with same conductor and engineer may be issued train orders on one Subdivision that affect their movement on Gila or Phoenix Subdivision.

RULE 221. Wellton is train-order office only for eastward trains enroute Phoenix Subdivision.

Phoenix is train-order office only for trains originating and first class trains, except Nos. 2, 3 and 4 need not obtain clearance at Phoenix unless otherwise instructed.

Phoenix Yard is train-order office only for trains originating.

Coolidge is train-order office only for westward trains.

RULE D-251. Will apply as follows:
On both main tracks between Phoenix and Phoenix Yard.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device.

Eastward Signals	Protection	Westward Signals
P-7916	High water detector, Bridge 792.67	P-7927
P-8406	High water detector, Bridge 841.30	P-8415
P-8550	High water detector, Bridge 857.56	P-8589
P-8662	High water detector, Bridge 866.93	P-8673
P-9052	Spring switch, west end passenger lead, Phoenix	
	Spring switch, east end double track, Phoenix Yard	P-9075
	Spring switch east end 2nd main track, Kendall	P-9113
P-9448	High water detector, Bridge 946.19	P-9471
P-9472	High water detector, Bridge 948.82	P-9495
P-9518	High water detector, Bridge 952.82	P-9529

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Phoenix: Crossing—AT&SFRy Wye: If signal indicates "Stop" trains and engines must stop, and if wye is clear of intersecting movement, may then proceed as prescribed by Rules 509 or 510, but must provide flag protection on intersecting track unless derail is known to be in derailing position.

Top unit of Signal P-9052 governs Eastward movements through spring switch to Union Station tracks. Bottom unit governs Eastward movements on main track. Trains and engines to move on main track east of passenger lead, must stop before reaching Signal P-9052 until spring switch has been lined for main track, and signal displays proceed indication.

Block signals are provided for movements in either direction on Eastward track between First Ave., MP 906.3, and end of double track, MP 906.2.

Westward track between "Block System Limit" sign at First Ave. and end of double track, MP 906.2, is outside block system limits.

Signal 9060 governs eastward movements on main track to beginning of double track, MP 906.2, and on Eastward track to Signal 9064.

Signal 9063 governs westward movements on Eastward track to end of double track, MP 906.2, and on main track to Signal 9061.

Eastward trains moving on Westward main track between Phoenix and end of double track Phoenix Yard, MP 907.4, will have no block signal control except will be governed by indication of Signal 9074 located on Eastward track at end of double track.

When Signals 9075 and 9069 display stop indication, westward trains and engines after stopping may proceed under the provisions of Rules 509(a), 509(b) or 510.

Coolidge: Trains moving on main track in either direction between Signal 9623 and Signal 9616 will move by block signal indication which will supersede the superiority of trains.

When Signal 9623 displays stop indication and letter "S" is not displayed, westward trains after stopping must obtain permission from train dispatcher before proceeding under the provisions of Rules 507, 508, 509 or 510 or entering the siding.

When Signal 9616 displays stop indication eastward trains after stopping must obtain permission from train dispatcher before proceeding under provisions of Rules 507, 508, 509 or 510 or entering the siding.

Main track or siding must not be occupied or fouled except as authorized by signal indication or the train dispatcher.

Eastward trains on siding must obtain train dispatcher's permission before fouling main track to proceed to beginning of CTC regardless of the aspect displayed in eastward absolute signal and after permission obtained from train dispatcher, RULE 513 must be complied with before fouling main track.

RULE 516. Overlap posts:

Tolleson	450 feet east of Signal 8958	Eastward trains
Tolleson	750 feet east of MP 895.00	Westward trains
23rd Ave. Phoenix	Middle of siding	Eastward trains
23rd Ave. Phoenix	Middle of siding	Westward trains
McQueen	Middle of siding	Westward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Kendall	East end Second Main Track	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Phoenix	Main track at passenger lead	Passenger lead
Phoenix Yard	East end double track	Westward track

RULE 705. LETTER TYPE INDICATORS

Indicator located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as follows:
S	9623	East switch Coolidge	Enter siding and remain in siding until authorized by timetable or train order authority to proceed.

RULE 740. ABSOLUTE PERMISSIVE BLOCK

Hayden-Ray Jct.: Limits extend between absolute signal MP 988.7 and absolute signal MP 998.9. Distant signal D-9882 installed MP 988.3 just east of Ray Jct.

Unit for display of flashing white light governing westward movements installed on mast 600 feet west of west switch Burns, and when displayed authorizes westward movement to beginning of APB.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from eastward absolute signal east of east switch of siding, Coolidge, to westward absolute signals east of east switch of crossover to Phoenix line and at fouling point of north siding, Picacho.

GENERAL REGULATIONS

RULE 821. Wooley: Eastward trains must approach stop sign at MP 984.66 and westward trains must approach stop sign at MP 984.80 prepared to stop until it can be ascertained that Wooley Wash track is safe for passage of trains.

During and after heavy rains and run-off when there are indications that gravel or debris may be found on Wooley Wash track, trains must stop at these stop signs and not proceed until it has been ascertained that track is safe for the passage of trains.

Maximum speed across Wooley Wash must not exceed 10 MPH.

RULE 826. Phoenix Yard: Indicator lights located above tracks at each end P.F.E. icing platform govern movements on those tracks as follows:

Green:	Tracks may be used for train or switching movements.
Yellow:	Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

MISCELLANEOUS

6. Litchfield, gate at entrance Goodyear Aircraft spur is locked with Government lock, and to gain entrance a long and short sound of whistle will be notification to watchman on duty to take care of the opening and closing of the gate.

Coolidge: Gate at entrance to Indian Service spur must be kept closed and locked when not in use.

11. Load limit (car and contents):

Wellton-Picacho	251,000 pounds
Litchfield Jct.-Litchfield Park	240,000 pounds
Tempe Jct.-West Chandler	240,000 pounds
McQueen-Christmas, except	240,000 pounds
Ore cars Ray Jct.-Hayden	266,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars	
Roll	2	
Horn	Chute	
Hyder	Chute	
Arlington	10	(Water)
Buckeye	6	(Water)
Litchfield	10	(Water)
Tolleson	9	
Campo	35	
Phoenix	16	(Water)
Litchfield Park	7	
Normal Jct.	20	(Water)
Falfa	12	
Chandler	5	(Water)
Serape	10	(Water)
Dock	23	
Coolidge	14	(Water)
Gilbert	7	(Water)
Higley	Chute	
Queen Creek	8	(Water)
Florence	8	(Water)
West Chandler	14	(Water)

29. HAYDEN: Kennecott Copper Corporation Railroad between Hayden and Hayden Smelters is operated by the Tucson Division, is within Hayden Yard limits, and RULE 93 will apply.

Movements on KCCRR are governed by SP Co. Rules and Regulations of the Transportation Department, Air Brake Rules and Regulations, timetable special instructions and timetable bulletins.

Spring derail facing westward movement in KCCRR main track 700 feet west of gate at entrance to Hayden Smelters.

Back-up hose must be used and trainman must ride in cab of engine when shoving cars Hayden to Hayden Smelters.

Maximum speed permitted between Hayden and Hayden Smelters is 15 MPH. Grade is 2.2% descending Hayden Smelters to Hayden.

Impaired overhead and side clearance at Hayden Smelters.

Engines and cars must not be operated beyond east derail located east of east switches of sidings of San Manuel Arizona Railroad.

Switch to Kennecott ore track taking off main track at MP 1001.81 is a spring switch normal position for ore track.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location	Description
778.00	Gila River bridge	Side
891.00	Agua Fria River bridge	Side
914.00	Salt River bridge	Side
959.30	Gila River bridge	Side
	CHRISTMAS BRANCH	
971.30 to 971.77	Rock cuts	Side
972.40	Tunnel No. 1	Side and Overhead
972.50	Gila River bridge	Side
973.00	Rock cut	Side
973.04	Rock cut	Side
973.07	Rock cut	Side
976.00 to 977.00	Rock cuts	Side
980.00 to 982.00	Rock cuts	Side
983.50	Rock cut	Side
985.30	Gila River bridge	Side
985.50	Rock cut	Side
988.30	Rock cut	Side
988.50	Tunnel No. 2	Side and Overhead
990.00	Tunnel No. 3	Side and Overhead
992.30	Rock cut	Side
1003.50 Winkelman	Corral track	Side
1006.50	Rock cut	Side
1009.20	Tunnel No. 4	Side and Overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On branches	10
On Government tracks at Higley airport	10
Hayden, all crossovers	15

SPECIAL INSTRUCTIONS—PHOENIX SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, WELLTON TO PICACHO:			
770.65 to 770.72 (thru crossover)	25	25	25
770.72 to 771.01	50	50	50
771.01 to 776.36	79	60	70
776.36 to 778.22	60	55	60
778.22 to 781.70	79	55	70
781.70 to 782.20	55	55	55
782.20 to 845.93	79	55	70
845.93 to 847.90	60	50	60
847.90 to 866.93	79	55	70
866.93 to 867.14	55	55	55
867.14 to 875.35	79	55	70
★875.35 to 876.07 (Buckeye)	40	40	40
876.07 to 887.40	79	55	70
887.40 to 887.65	60	50	60
887.65 to 890.52	79	60	70
890.52 to 891.19	60	60	60
891.19 to 893.50	79	60	70
893.50 to 894.50	60	50	60
894.50 to 898.72	79	55	70
898.72 to 904.77	40	40	40
904.77 to 905.49	20	20	20
905.49 to 905.51 (spring switch)	15	15	15
905.51 to 907.91	20	20	20
907.91 to 908.27	30	25	30
908.27 to 913.77	40	40	40
★913.77 to 915.32 (Tempe)	20	20	20
★915.32 to 915.97 (Tempe)	30	30	30
★915.97 to 916.48 (Tempe)	40	40	40
★916.48 to 918.46 (Tempe)	60	60	60
918.46 to 920.84	79	60	70
920.84 to 922.04	25	25	25
922.04 to 924.63	60	45	60
924.63 to 926.95	79	60	70
926.95 to 928.57	60	45	60
928.57 to 929.57	40	40	40
929.57 to 943.93	79	55	70
943.93 to 945.49	70	55	70
945.49 to 946.80	60	50	60
946.80 to 958.02	79	55	70
958.02 to 959.39	70	60	70
959.39 to 961.35	79	60	70
★961.35 to 962.36 (Coolidge) except:	35	35	35
★12:01 AM to 6:00 AM	50	50	50
962.36 to 979.32	79	60	70
979.32 to 979.75 (936.69)	25	25	25
EASTWARD, PHOENIX YARD TO KENDALL ON SECOND MAIN TRACK:			
907.82 to 907.91	..	20	20
907.91 to 911.01	..	25	25
911.01 to 911.38	..	20	20
EASTWARD, LITCHFIELD JCT. TO LITCHFIELD PARK:			
889.60 to 891.26	..	30	30
891.26 to 891.27	..	25	25
891.27 to 893.15	..	30	30
893.15 to 894.26	..	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, PICACHO TO WELLTON:			
979.75 to 979.32	25	25	25
979.32 to 962.36	79	60	70
★962.36 to 961.35 (Coolidge) except:	35	35	35
★12:01 AM to 6:00 AM	50	50	50
961.35 to 959.39	79	60	70
959.39 to 958.02	70	60	70
958.02 to 946.80	79	55	70
946.80 to 945.49	60	50	60
945.49 to 943.93	70	55	70
943.93 to 929.57	79	55	70
929.57 to 928.57	40	40	40
928.57 to 926.95	60	45	60
926.95 to 924.63	79	60	70
924.63 to 922.04	60	45	60
922.04 to 920.84	25	25	25
920.84 to 918.46	79	60	70
★918.46 to 916.48 (Tempe)	60	60	60
★916.48 to 915.97 (Tempe)	40	40	40
★915.97 to 915.32 (Tempe)	30	30	30
★915.32 to 913.77 (Tempe)	20	20	20
913.77 to 908.27	40	40	40
908.27 to 907.91	30	25	30
907.91 to 905.51	20	20	20
905.51 to 905.49 (spring switch)	15	15	15
905.49 to 904.77	20	20	20
904.77 to 898.72	40	40	40
898.72 to 894.50	79	55	70
894.50 to 893.50	60	50	60
893.50 to 891.19	79	60	70
891.19 to 890.52	60	60	60
890.52 to 887.65	79	60	70
887.65 to 887.40	60	50	60
887.40 to 876.07	79	55	70
★876.07 to 875.35 (Buckeye)	40	40	40
875.35 to 867.14	79	55	70
867.14 to 866.93	55	55	55
866.93 to 847.90	79	55	70
847.90 to 845.93	60	50	60
845.93 to 782.20	79	55	70
782.20 to 781.70	55	55	55
781.70 to 778.22	79	55	70
778.22 to 776.36	60	55	60
776.36 to 771.01	79	60	70
771.01 to 770.72	50	50	50
WESTWARD, KENDALL TO PHOENIX YARD ON SECOND MAIN TRACK:			
911.38 to 911.01	..	20	20
911.01 to 907.91	..	25	25
907.91 to 907.82	..	20	20
WESTWARD, LITCHFIELD PARK TO LITCHFIELD JCT.:			
894.26 to 893.15	..	25	25
893.15 to 891.27	..	30	30
891.27 to 891.26	..	25	25
891.26 to 889.60	..	30	30

★Regulated by City Ordinance.

Identified freight trains, with maximum of 70 cars or 3,000 tons and tonnage does not exceed 60 tons per operative brake, and handling no restricted cars, are authorized to operate at speeds shown in column 1, except must not exceed 60 MPH.

SPECIAL INSTRUCTIONS—PHOENIX SUBDIVISION

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TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2
EASTWARD, McQUEEN TO CHRISTMAS:		
923.90 to 924.08	25	25
924.08 to 934.00	40	40
934.00 to 955.93	30	30
955.93 to 956.07	25	25
956.07 to 964.28	30	30
964.28 to 964.54	20	20
964.54 to 971.05	30	30
971.05 to 972.08	25	25
972.08 to 972.45	15	15
972.45 to 974.12	25	25
974.12 to 976.38	20	20
976.38 to 980.36	25	25
980.36 to 981.88	20	20
981.88 to 983.27	25	25
983.27 to 983.52	20	20
983.52 to 984.60	25	25
984.60 to 984.80	10	10
984.80 to 986.07	25	25
986.07 to 988.24	20	20
988.24 to 989.70	25	25
989.70 to 998.90	40	40
998.90 to 1000.64	25	25
1000.64 to 1003.16	20	20
1003.16 to 1010.88	10	10
EASTWARD, TEMPE JCT. TO WEST CHANDLER:	20	20

TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2
WESTWARD, CHRISTMAS TO McQUEEN:		
1010.88 to 1003.16	10	10
1003.16 to 1000.64	20	20
1000.64 to 998.90	25	25
998.90 to 989.70	40	40
989.70 to 988.24	25	25
988.24 to 986.07	20	20
986.07 to 984.80	25	25
984.80 to 984.60	10	10
984.60 to 983.52	25	25
983.52 to 983.27	20	20
983.27 to 981.88	25	25
981.88 to 980.36	20	20
980.36 to 976.38	25	25
976.38 to 974.12	20	20
974.12 to 972.45	25	25
972.45 to 972.08	15	15
972.08 to 971.05	25	25
971.05 to 964.54	30	30
964.54 to 964.28	20	20
964.28 to 956.07	30	30
956.07 to 955.93	25	25
955.93 to 934.00	30	30
934.00 to 924.08	40	40
924.08 to 923.90	25	25
WESTWARD, WEST CHANDLER TO TEMPE JCT.:	20	20

CHRISTMAS BRANCH: When engines of classes DF-4, 11, 12, 608, 609 and 610 are operated on Christmas Branch they must not exceed speeds shown between mile post locations as listed below where authorized maximum speeds as shown above are greater:

MP		MP	DF-4, 11, 610	DF-12, 608, 609
923.90	to	1000.64	30	25
1000.64	to	1010.88	20	15

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Wellton to Saddle 2 M W Gillespie to Picacho	Saddle to 2 M W Gillespie	Picacho to MP 858 2 M W Gillespie to Wellton	MP 858 to 2 M W Gillespie	Litchfield and Litchfield Park	McQueen to Christmas	Christmas to McQueen
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	2150	1375	3075	2150	....	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	....	....	....	....	....	....	....
	6019 to 6033, 5918 to 5924	....	....	....	....	....	....	....
	6034 to 6045	2975	1925	3075	2975	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2425	1600	3400	2425	3175	2625	1650
	with 61:16 gear ratio	2100	1375	2950	2100	....	....	....
	with 60:17 gear ratio	2150	1250	2700	2150	....	....	....
DF-100	5200 to 5202	3325	2150	4800	3325	3375	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	....	....	....	....	5225	3600	2700
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	5000	4875	6475	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	4000	2600	5900	4000	5400	4400	2500
DF-200 to 206	5100 to 5120	....	....	....	....	1700	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	2025	1325	2925	2025	2700	2200	1675
DF-305, 306	4624 to 4633	2275	1500	3225	2275	3000	2475	1850
DF-307	4634 to 4645	....	....	....	....	5950	....	....
DF-500, 501	4800 to 4815	....	....	....	....	4075	....	....
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844 5872 to 5891	2650	1725	3575	2650	3300	2725	1775
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	3150	2025	4325	3150	3975	3300	2150
DS-1 to 8	1000 to 1032	1025	650	1475	1025	1675	1375	725
DS-9 to 12	1033 to 1090	1825	1200	2600	1825	2400	1975	1300
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1575	1025	2225	1575	2600	2125	1400
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2000	1300	2900	2000	2650	2175	1375
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1925	1300	2700	1925	2500	2075	1375
DS-200, 201	1900 to 1903	....	....	....	....	975	....	....

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 5. Time at Anapra on Douglas Subdivision for westward trains applies at west switch of east crossover, and for eastward trains at east switch of east crossover.

RULES 7-A and 10-G. Yellow signals and unattended red flags and red lights must be placed to the left of track in the direction of movement on No. 1 Track and No. 2 Track between P.F.E. Yard, MP 987.76, and MP 1000.22 west of Vail.

RULE 10-J. Speed signs to left of track:

Eastward	Reading
MP 1036.21	30-25
MP 1046.74	40
MP 1065.00	79-60
MP 1091.00	79-60

RULE 21-C. At P.F.E. Yard and Tucson incoming trains may display indicators until arrival of engine on service track.

RULE 27. Light will not be displayed in switch lamps on Clifton Branch at night.

RULE 82-A. Eastward trains originating Tucson or P.F.E. Yard enroute Douglas Subdivision with same conductor and engineer must obtain two clearances, one endorsed Lordsburg Subdivision and one endorsed Douglas Subdivision. Douglas Subdivision clearance and orders, if any, addressed to such trains at Tucson or P.F.E. Yard authorizes movement on Douglas Subdivision.

Westward trains authorized on Douglas Subdivision enroute Lordsburg Subdivision with same conductor and engineer are also authorized on Lordsburg Subdivision, Mescal to Tucson.

Regular trains and sections thereof authorized on Lordsburg Subdivision or Douglas Subdivision with same conductor and engineer are authorized on both Subdivisions and will display indicators and signals, if any, accordingly.

Crews ordered for trains at El Paso (Union Depot) will obtain clearance and train orders, if any, from pneumatic tube receptacle installed in Trainmen's Register Room, El Paso Union Depot

Train indicators, markers, and signals, if any, will be displayed from Alfalfa or Cotton Avenue units of El Paso Yard as instructed by Yardmaster or by telegram from Chief Train Dispatcher.

Crews ordered for Douglas Subdivision extra trains at Alfalfa or Cotton Avenue units of El Paso Yard may leave without clearance and will move on yardmaster's instructions and signal indication to Tower 196 where a clearance O.K.'d by Chief Train Dispatcher must be obtained and may leave Anapra without clearance.

Westward regular trains and sections thereof from Lordsburg Subdivision may assume the corresponding numbers and/or schedules on Douglas Subdivision at Anapra without clearance.

When interlocking signal Tower 47 displays proceed indication for movement to eastward main track, such indication will authorize engines to move from Tower 47 to Alfalfa unit, El Paso Yard.

Eastward regular trains and sections thereof from Douglas Subdivision may assume the corresponding numbers and/or schedules on Lordsburg Subdivision at Anapra without clearance.

Eastward extra trains from Douglas Subdivision may leave Anapra without clearance.

Crew arriving Clifton on No. 952 may assume schedule of No. 953 without clearance.

RULE 83-A. At following stations only trains indicated will register:

Tucson........} Trains originating or terminating.
P.F.E. Yard...}

RULE 83-B. At open train order offices, trains may register by ticket as follows:

El Paso (Tower 196), Trains originating or terminating Alfalfa or Cotton Avenue units.

Trains originating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Trains terminating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Conductors of trains originating Alfalfa or Cotton Avenue units, El Paso Yard, must show on margin of train register ticket thrown off at Tower 196 the time watch was compared with standard clock, and operator at Tower 196 will enter this information on train register.

RULE 85. Sections of regular trains from Lordsburg Subdivision enroute Douglas Subdivision must not pass and run ahead of another section of same schedule between Tucson and Mescal without exchanging train orders, train indicators and signals.

RULE 93. Yard limits within which the provisions of Rule 93 will apply except within CTC Limits are established at the following points:

West MP		East MP
977.96	Tucson (No. 2 Track)	993.00
	" (No. 1 Track)	992.09
	" (Nogales Br.)	987.42
	Benson (Benson-Fairbank Br.)	1034.00
	Bowie (Globe Br.)	1099.50
1218.70	Globe-Miami	1232.98
1147.19	Lordsburg	1151.38
	" (Lawrence Br.)	End of Branch
	" (Clifton Br.)	1148.52
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Carrizozo Subdivision)	1300.54
	" (T&NO tracks)	820.00

P.F.E. Yard: Eastward freight trains may depart from yard tracks when ready, using No. 1 East lead unless otherwise instructed, being governed by indications displayed by "SA" signals on leads for crossover movement to No. 2 track.

Lordsburg: Westward trains, except first class, entering yard will use track indicated in illuminated indicator located on Signal 11509.

El Paso: First-class trains enter and leave El Paso Union Depot on yard track within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Main tracks between Alfalfa unit, El Paso Yard and Tower 196 used jointly by Lordsburg and Carrizozo Subdivision trains and T&NO (San Antonio Division) trains and movements between these points must be made with caution expecting to find main track occupied.

Trains and engines moving via Icehouse Crossover to Tower 196 on T&NO track, must move with caution, expecting to find main track occupied.

Semi-automatic signal on No. 2 track west of Icehouse Crossover will display caution indication when switch to crossover from No. 2 track to T&NO track is lined and Signal 8314 at east end of crossover displays Stop indication.

SPECIAL INSTRUCTIONS—LORDSBURG SUBDIVISION

RULE D-97-A. Will apply as follows:

On No. 1 track and on No. 2 track between P.F.E. Yard and Mescal. Proceed indication in westward "SA" signals at west end Mescal will authorize movement on No. 1 track.

Between Anapra and Tower 47.

RULE 99-C. Will apply as follows:

On Globe and Clifton Branches.

RULE 103-A. A flagman must precede all movements over:

P.F.E. Yard: All crossings within Southern Pacific Pipe Line reservation.

Deming: Airport spur crossing Highway 80.

RULE 103-B. Back-up hose must be used on leading car when shoving cars on Government tracks at Airport at Wilmot.

RULE 104. Normal position of rigid switches at the end of double track and at junctions, is as follows:

Benson......Benson-Fairbank Branch, for track No. 2.
Bowie......Globe Branch, for siding.
Lordsburg...Lawrence Br., for Deming line;
Lordsburg...Clifton Br., for yard track.
Anapra......East end of west crossover, and west end of East crossover, for Deming line.

Derails in main track:

Globe........MP 1221.51, facing eastward movement.
Lordsburg...On Lawrence Br., 295 ft. east of junction switch.
Lawrence.....On Lawrence Br., 350 ft. east of Banner Spur switch.

RULE 105. Mescal: Track north of main track is controlled siding.

Track south of main track is station track but may be used for meeting or passing trains when authorized by train dispatcher.

Bowie: Portion of first track north of main track east of controlled siding, capacity 130 cars, is station track.

San Carlos: Siding is track north of main track opposite station.

RULE D-151. Westward trains will use No. 1 track Mescal to P.F.E. Yard. Eastward trains will use No. 2 track P.F.E. Yard to Mescal. Double track rules apply.

Between Anapra and Icehouse Crossover MP 1320.90, the two main tracks are designated as follows-

No. 1 Track, current of traffic westward.
No. 2 Track, current of traffic eastward.

Between Icehouse Crossover, MP 1320.90, and El Paso (Union Depot), three main tracks are designated as follows:

North track..No. 1 Track, current of traffic westward;
Middle track..No. 2 Track, current of traffic eastward;
South track..No. 3 Track, current of traffic eastward.

Between El Paso (Union Depot) and El Paso (Cotton Avenue) the two main tracks are designated as follows:

No. 1 Track, current of traffic westward.
No. 2 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track between Icehouse Crossover and El Paso (Union Depot), being governed by block indication.

Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso may be authorized by Train Order or orally by the Train Dispatcher and protection for such movements authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

RULE 204. Trains of Lordsburg and Douglas Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other or both subdivisions.

RULE 221. Tucson and P.F.E. Yard are train-order offices only for trains originating.

Safford: Light will not be displayed in train-order signal at night.

RULE D-251. Will apply as follows:

On No. 2 track from MP 987.76, P.F.E. Yard, to beginning of CTC, MP 1023, west end Mescal.

On No. 1 track from end of CTC, MP 1023, west end Mescal, to P.F.E. Yard, MP 987.76.

On No. 1 and No. 2 Tracks between Anapra and Icehouse Crossover; on No. 1, No. 2 and No. 3 Tracks between Icehouse Crossover and El Paso (Union Depot); on No. 1 and No. 2 Tracks between El Paso (Union Depot) and El Paso (Cotton Avenue); on both main tracks between Tower 47 and Alfalfa unit, El Paso Yard.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P", have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA".

Eastward Signals	Protection	Westward Signals
P-9850	Spring switch, West end crossover, Cherry Ave....................	
	Spring switches, East ends crossovers, Cherry Ave....................	P-9853
	Spring switch, end double track, PFE Yard, MP 985.48....................	P-SA
P-SA	Spring switch, end double track, PFE Yard, MP 987.7....................	
P-10140	Collision detector, underpass, MP 1014.00.	
P-A	Spring switch, west end north siding Mescal	
	Spring switch, east end station track Mescal Fairbank Line....................	P-A
P-A	Collision detector, Luzena underpass, MP 1091.04....................	P-A
P-10572	High water detector, Bridge 1057.85......	P-10601
P-10600	High water detector, Bridge 1060.54......	P-10625
P-10862	High water detector, Bridge 1086.93......	P-10883
P-A, West end Olga	High water detector, Bridge 1106.32, main track only....	P-A, East end Olga
P-A East end P-A San Simon	High water detector, Bridge 1115.34	P-11157
P-11202	High water detectors, Bridges 1121.40 and 1121.49..............	P-A West end P-A Vanar
P-A, East end P-A, Vanar	High water detector, Bridge 1123.30	P-11243
P-SA	Spring switch, west end No. 1 Track, Lordsburg	
P-11650	High water detector, Bridge 1166.20..	P-A West end P-A Separ
P-11694	High water detector, Bridge 1170.64 High water detector, Bridge 1170.76	P-11721
P-A East P-A End Tunis	High water detector, Bridge 1199.02....................	P-12005
P-12112	High water detector, Bridge 1211.92..... High water detector, Bridge 1212.92.....	P-12131
P-12132	High water detector, Bridge 1213.17..... High water detector, Bridge 1213.58.....	P-12151
P-12152	High water detector, Bridge 1215.96..... High water detector, Bridge 1216.11.....	P-12173
P-12172	High water detector, Bridge 1218.11.	P-A West end P-A Carne
P-A West end Carne	High water detector, Bridge 1219.02........	P-A East end Carne
P-12314	High water detector, Bridge 1233.56.......	P-12337
P-12430	High water detector, Culvert 1244.68.......	P-12455
P-SA	Spring switch, west end west crossover, Anapra.	
	Spring switch, east end east crossover, Anapra....	P-SA
P-13188	Dragging equipment detector Anapra....	west of Rio Grande Tunnel
P-13198		east of Rio Grande Tunnel

The two indication light type indicators attached to the masts of Signals P-13188 and P-13198 are designated as dragging equipment indicators. They will display red aspect, stop indication, when actuated and lunar aspect, proceed indication, when not actuated by dragging equipment.

Trains stopped by dragging equipment indicators, may clear signals by pushing buttons on Signals P-13188, west of Rio Grande Tunnel, or P-13198, east of Rio Grande Tunnel, after first complying with the provisions of Rule 306.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

P.F.E. Yard-Mescal: Eastward and westward trains moving against current of traffic on No. 1 and No. 2 Tracks will have no block signal protection.

Lordsburg: Trains moving on main track, in either direction, will move between end of CTC, at west switch yard track No. 1, and end of CTC, at east switch yard track No. 1, by block signals whose indications will supersede the superiority of trains.

Clifton: Signals 12162, 12163 and 12164 on P. D. track govern movements on P. D. track only.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
PFE Yard	End double track, MP 985.48	Westward track
PFE Yard	End double track, MP 987.7	No. 2 track
*Wilmot	East end, Eastward siding	No. 2 track
Lordsburg	West end No. 1 Track	Main track
Anapra	West end west crossover	No. 2 Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Tucson	West end crossover, Cherry Ave.	Westward track
*Tucson	East end crossover, Cherry Ave.	Crossover
*Tucson	West end crossover from Nogales lead, Cherry Ave.	Eastward track
*Pantano	East end siding	No. 2 track
Mescal	West end, north siding	No. 1 track
Mescal	East end, station track, Fairbank Line	Main track
*Lordsburg	East end east yard lead	No. 1 track
Anapra	East end east crossover	No. 2 track

*Equipped with switch-point indicator.

Pantano: Facing point movement over spring switch East end siding must not exceed 20 MPH.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
S	Mast opposite 9916	Wilmot	Enter eastward siding Wilmot and remain in siding until letter "M" is displayed.
M	Signal bridge east end siding	Wilmot	Enter No. 2 track and proceed as prescribed by Rule D-251.
S	Cantilever mast 9977	Wilmot	Enter westward siding Wilmot and remain in siding until letter "M" is displayed.
M	Signal bridge west end siding	Wilmot	Enter No. 1 track and proceed as prescribed by Rule D-251.
S	10104	Pantano	Enter siding Pantano and remain in siding until letter "M" is displayed.
M	10126	East end siding Pantano	Enter No. 2 track and proceed as prescribed by Rule D-251.
S	"A" signal west end station track	Mescal	Enter station track.
S	11015	Bowie	Enter station track at East switch MP 1099.63.
M	11464	Lordsburg	Proceed to train-order office.
S	11464	Lordsburg	Proceed to west crossover for instructions to enter yard.
S	12060	Deming	Train to enter station track at west switch, MP 1207.2

RULE 760. CENTRALIZED TRAFFIC CONTROL

P.F.E. Yard: Limits extend from Cherry Ave., MP 985.48, to East end P.F.E. Yard, MP 987.92.

When a train is standing on main track east of spring switch MP 985.5 (end of CTC), engines with or without cars may pass eastward absolute signal MP 985.5 governing main track movements over spring switch displaying stop indication at restricted speed without stopping and without obtaining permission from train dispatcher to couple engines or cars to such train.

Mescal-Anapra: Limits extend from west switches of controlled siding and station track Mescal, MP 1023.00, to west switch of No. 1 track Lordsburg, MP 1147.66; and from fouling point at east end No. 1 track, Lordsburg, MP 1149.77, to clear point on North main line at Anapra, MP 1290.

Mescal: Track north of main track is controlled siding. Electric locked hand operated switches at West end of South track and East end of crossover from South track to main track are controlled by Train Dispatcher.

Deming: Portion of old siding west of MP 1208.17 is a station track, capacity 102 cars. This track must be kept clear of cars and may be used for meeting or passing trains when directed by Train Dispatcher. Permission must be obtained from Train Dispatcher before using this track for switching movements.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

Tucson: Passenger trains...Two brakes on west end, Two brakes on east end;

Tucson and PFE Yard: *Freight trains,

50 cars or more.........Fifteen brakes on west end, Ten brakes on east end;

49 cars or less..........Ten brakes on west end, Five brakes on east end.

*Hand brakes will not be set if outgoing crew takes charge of train on arrival, and if inbound crew is advised by yardmaster that engine is not to be detached and no switching is to be performed on the train, or if switch crew takes charge of train on arrival; except, hand brakes will not be set on trains yarded on main track at PFE Yard unless outgoing crew is not on hand to take charge of train on arrival.

Tucson: Hand brakes will not be set on Golden State and Sunset unless engine is detached. If engine is detached sufficient hand brakes must be set to prevent uncontrolled movement of cars.

Hand brakes on passenger trains are to be set after engine is spotted for oil. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

RULE 826. Tucson: Indicator lights located above tracks at each end of P.F.E. Icing Platform govern movements on these tracks as follows:

Green	Tracks may be used for train or switching movements.
Yellow	Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.
Red	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled or moved.

RULE 827. Passenger trains, except trains Nos. 1 and 4, making station stop at Deming must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

RULE 872. Enginemen taking charge of engines at Tucson and P.F.E. Yard will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 24-B. When engine crew, train crew or both, are changed on freight train at Lordsburg, but train consist including engine and caboose remain intact, incoming engineer after coming to stop will make full service brake application leaving brakes applied.

Outgoing trainmen, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car do release and that brake pipe pressure in caboose is being properly restored.

RULE 24-E. Will apply at Tucson.

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

South Siding.

RULE 33. The tonnage per operative brake Pinal to Burch, and Pinal to Cutter, must not exceed 60 tons.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brake and the cycle method of braking, before entering or leaving siding, turnout or crossover on descending grade between Pantano and Mondel and between Cutter and Miami, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

10. P.F.E. Yard: Look out for ice and material alongside P.F.E. tracks.

11. Load limit (car and contents):

Tucson-El Paso	251,000 pounds
Bowie-Miami	240,000 pounds
Lordsburg-Clifton	230,000 pounds
Lordsburg-Lawrence	230,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

MISCELLANEOUS (Cont'd.)

⊙13. LOCATION OF STOCK YARDS

Station	Capacity in car	
Tucson	104	(Water
Willcox	34	(Water
Bowie	13	(Water
San Simon	14	(Water
Solomon	6	(Water
Safford	2	(Water
Dublin	11	(Water
Fort Thomas	9	(Water
Calva	39	(Water
San Carlos	37	(Water
Radium	11	
Lordsburg	55	(Water
Separ	8	(Water
Gage	8	(Water
Deming	67	(Water
Akela	15	(Water
Aden	34	(Water
Afton (Private)	8	(Water
El Paso	Stock yard inc. hog resting pens capacity 25 cars	(Water
Summit	7½	
Fox	12	
South Siding	17	(Water

*Water supplied by tank car.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post		Location	Descriptio
983.90	Tucson	Car Repair shed	Side
1008.10		Cienega Creek bridge	Side
1008.20		Rock cut	Side
1008.30		Rock cut	Side
1032.50	Benson	San Pedro River bridge	Side
1098.40	Bowie	Water column	Side
1148.30	Lordsburg	East end High No. 4 track	Side
1208.00	Deming	Stock corral track	Side
1208.00	Deming	Stem of wye	Side
1319.50	Rio Grande	Tunnel	Overhead and side

CLIFTON BRANCH

Mile Post		Location	Descriptio
1205.10	Guthrie	Gila River bridge	Overhead and side
1216.30	Clifton	San Francisco River bridge	Overhead and side
		Chase Creek bridge	Side
1189.20 to 1216.40		Rock cuts	Side
1212.10 to 1214.50		Tunnels Nos. 1, 2, 3, 4, 5 and 6	Overhead and side

Due to restricted clearance, cars of excess width must no be set out on North Line Siding at Anapra except in cases o extreme emergency.

If it is necessary, in extreme emergencies, to set out a ca of excess width on the North Line siding at Anapra, Chie Dispatcher at Tucson must be promptly notified by telephone before car is left.

SPECIAL INSTRUCTIONS—LORDSBURG SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signlas and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, TUCSON TO EL PASO:			
983.48 to 986.00, except:	20	20	20
Through crossover MP 983.67 and Turnout MP 984.10	15	15	15
986.00 to 990.25	50	50	50
990.25 to 1000.00	79	60	70
1000.00 to 1003.88	75	60	70
1003.88 to 1008.39	25	25	25
1008.39 to 1010.36	30	30	30
1010.36 to 1012.48	50	50	50
1012.48 to 1014.00	25	25	25
1014.00 to 1016.77	50	50	50
1016.77 to 1018.08	25	25	25
1018.08 to 1021.63	40	40	40
1021.63 to 1023.10	45	45	45
1023.10 to 1026.00 except:	50	45	50
Mescal, through crossover to Fairbank Line	xx20	xx20	xx20
1026.00 to 1030.86	65	55	65
1030.86 to 1033.48	40	40	40
1033.48 to 1035.74	60	60	60
■1035.74 to 1036.96	60	45	60
1036.96 to 1040.00	30	25	30
1040.00 to 1047.49	45	45	45
1047.49 to 1051.68	40	40	40
1051.68 to 1058.00	60	50	60
1058.00 to 1065.00	79	50	70
1065.00 to 1074.27	79	60	70
★1074.27 to 1075.28 (Willcox)	30	30	30
1075.28 to 1082.80	79	60	70
1082.80 to 1089.00	70	50	70
1089.00 to 1091.00	70	60	70
1091.00 to 1121.00	79	60	70
1121.00 to 1125.06	50	50	50
1125.06 to 1128.68	25	25	25
1128.68 to 1131.00	70	50	70
1131.00 to 1279.70	79	60	70
1279.70 to 1289.90 (1317.67)	45	45	45
Anapra, through east crossover	25	25	25
1317.70 to 1319.60 (No. 2 Track)	40	40	40
1319.60 to 1322.28 (No. 2 Track)	45	45	45
1322.28 to 1322.87 (1295.52) (No. 2 Track)	25	25	25
1295.52 to 1297.50	20	20	20
1297.50 to 1297.76	15	15	15

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
ANAPRA EASTWARD, AGAINST CURRENT OF TRAFFIC ON NO. 1 TRACK:			
1289.90 to 1295.52	25	25	25
WESTWARD, EL PASO TO TUCSON:			
1297.76 to 1297.50	15	15	15
1297.50 to 1295.40	20	20	20
1295.40 to 1293.10 (No. 1 Track)	50	50	50
1293.10 to 1289.90 (No. 1 Track)	45	45	45
1289.90 to 1279.70	45	45	45
1279.70 to 1131.00	79	60	70
1131.00 to 1128.68	70	60	70
1128.68 to 1125.06	25	25	25
1125.06 to 1121.00	50	45	50
1121.00 to 1116.00	79	50	70
1116.00 to 1091.00	79	60	70
1091.00 to 1082.80	70	60	70
1082.80 to 1075.28	79	60	70
★1075.28 to 1074.27 (Willcox)	30	30	30
1074.27 to 1058.00	79	60	70
1058.00 to 1051.68	60	55	60
1051.68 to 1047.49	40	40	40
1047.49 to 1042.68	45	45	45
1042.68 to 1040.00	45	40	45
1040.00 to 1036.96	30	25	30
1036.96 to 1033.48	60	45	60
1033.48 to 1030.86	40	40	40
1030.86 to 1026.00	65	60	65
1026.00 to 1023.05 (1021.71)	50	50	50
1021.71 to 1021.29 (Mescal)	25	25	25
1021.29 to 1008.40	65	50	65
1008.40 to 1007.45	60	50	60
1007.45 to 990.30	79	50	70
990.30 to 986.00, except:	50	50	50
Through spring switch MP 987.75	35	35	35
986.00 to 983.48, except:	20	20	20
through turnouts MP 984.02 and MP 983.81	15	15	15
EL PASO WESTWARD, AGAINST CURRENT OF TRAFFIC ON NO. 2 TRACK:			
1322.87 to 1317.70	25	25	25

★Regulated by City ordinance.

xx I.C.C. Regulation.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

Identified freight trains, with maximum of 70 cars or 3,000 tons or tonnage does not exceed 60 tons per operative brake, and handling no restricted cars, are authorized to operate at speeds shown in Column 1, except must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Centralized Traffic Controlled sidings and turnouts	25
Through other sidings, and turnouts, except:	15
Through slip switches	10
Through turnouts other than sidings	10
Through yard and other tracks, wyes, balloon tracks, crossovers, except:	15
On branches	10
On PFE Co. yard tracks Nos. 1 to 7, inc. at Tucson	10
On Government tracks at Wilmot Airport	10

SPECIAL INSTRUCTIONS—LORDSBURG SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2
EASTWARD, BOWIE TO MIAMI:		
1098.12 to 1099.50	15	15
1099.50 to 1120.00	30	30
1120.00 to 1137.16	35	35
1137.16 to 1138.34	25	25
1138.34 to 1145.33	30	30
★1145.33 to 1146.42 (Pima)	25	25
1146.42 to 1159.08	30	30
1159.08 to 1177.19	35	35
1177.19 to 1178.03	30	30
1178.03 to 1178.17	25	25
1178.17 to 1195.00	30	30
1195.00 to 1196.46	25	25
1196.46 to 1202.21	30	30
1202.21 to 1207.01	25	25
1207.01 to 1217.52	30	30
1217.52 to 1220.59	20	20
1220.59 to 1232.98	15	15
EASTWARD, LORDSBURG TO CLIFTON:		
1146.40 (1148.30) to 1180.90	30	30
1180.90 to 1193.47	25	25
1193.47 to 1193.55	20	20
1193.55 to 1195.51	25	25
1195.51 to 1195.62	20	20
1195.62 to 1197.86	25	25
1197.86 to 1200.46	20	20
1200.46 to 1202.50	25	25
1202.50 to 1204.95	20	20
1204.95 to 1205.10	10	10
1205.10 to 1214.20	20	20
1214.20 to 1216.69, except:	15	15
Into street intersection, Clifton	5	5
EASTWARD, LORDSBURG TO LAWRENCE:	10	10

TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2
WESTWARD, MIAMI TO BOWIE:		
1232.98 to 1220.59	15	15
1220.59 to 1217.52	20	20
1217.52 to 1207.01	30	30
1207.01 to 1202.21	25	25
1202.21 to 1196.46	30	30
1196.46 to 1195.00	25	25
1195.00 to 1178.17	30	30
1178.17 to 1178.03	25	25
1178.03 to 1177.19	30	30
1177.19 to 1159.08	35	35
1159.08 to 1146.42	30	30
★1146.42 to 1145.33 (Pima)	25	25
1145.33 to 1138.34	30	30
1138.34 to 1137.16	25	25
1137.16 to 1120.00	35	35
1120.00 to 1099.50	30	30
1099.50 to 1098.12	15	15
WESTWARD, CLIFTON TO LORDSBURG:		
1216.69 to 1214.20, except:	15	15
Into street intersections, Clifton	5	5
1214.20 to 1205.10	20	20
1205.10 to 1204.95	10	10
1204.95 to 1202.50	20	20
1202.50 to 1200.46	25	25
1200.46 to 1197.86	20	20
1197.86 to 1195.62	25	25
1195.62 to 1195.51	20	20
1195.51 to 1193.55	25	25
1193.55 to 1193.47	20	20
1193.47 to 1180.90	25	25
1180.90 to 1146.40 (1148.30)	30	30
WESTWARD, LAWRENCE TO LORDSBURG:	10	10

★Regulated by City ordinance.

GLOBE BRANCH; when engines of classes DF-603, 605, 606, 607, 611, DS-101 and 109 are operated on Globe Branch they must not exceed speeds shown between mile post locations as listed below where authorized maximum speeds as shown above are greater:

MP		MP	DF-605, 607, 611	DF-603	DF-606	DS-101, 109
1098.12	to	1177.19			35	
1177.19	to	1195.00	35	30	30	
1195.00	to	1227.39			35	
1227.39	to	1232.98	15	15	15	10

The following engines may be operated on the Clifton Branch:

DF-1, 2, 3, 4, 5, 8, 9, 11, 12, 603, 605, 606, 611 and 612 but must not exceed maximum speed between mile post locations listed below:

M.P.	to	M.P.	DF-12	DF-4, 11, 603, 606, 612	DF-1, 2, 3, 5, 8, 9, 605, 607, 611
1147.12	to	1149.32	15	20	25
1157.18	"	1160.72	15	20	25
1170.38	"	1180.90	15	20	25
1180.90	"	1188.70	15	20	
1189.90	"	1193.47	15	20	
1193.47	"	1193.55	15		
1193.55	"	1195.51	15	20	
1195.51	"	1195.62	15		
1195.62	"	1196.60	15	20	
1198.00	"	1200.46	15		
1200.46	"	1201.80	15	20	

One unit of DF-1 to 12, 605, 607 and 611 may operate between Oil Siding and Lawrence.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10

SPECIAL INSTRUCTIONS—LORDSBURG SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	MP 1143.9 to Mondel Steins to San Simon Raso to 2 M E Cochise Dragoon to Benson Mescal to Tucson (No. 1 Track)	San Simon to Bowie	Bowie to Raso 2 M E Cochise to Dragoon	Mondel to Steins Benson to Mescal	Tucson to Mescal (No. 2 Track)	Benson to Dragoon San Simon to Steins	Mescal to Benson Dragoon to Willcox Raso to San Simon Steins to MP 1136.5 MP 1143.9 to Lordsburg	Willcox to Raso MP 1136.5 to MP 1143.9	Lordsburg to MP 1143.9
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	5500	2200	1350	1000	1350	950	5500	1775	1975
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915 6019 to 6033, 5918 to 5924 6034 to 6045	5525	3700	1875	1375	1350	1325	5525	2425	3275
DF-1 to 12	6138 to 6461, 8022 to 8303, except	6050	2475	1575	1325	1925	①1300	6050	2000	2225
	with 61:16 gear ratio	5275	2150	1350	1000	1350	975	5275	1725	1925
	with 60:17 gear ratio	4750	2150	1225	900	1250	875	4750	1575	1750
DF-100	5200 to 5202		....	....	....		....		....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	3400	2100	1550	2075	1500	5000	2725	3025
DF-109, 111	4903 to 4905, 5250 to 5252	5000	5000	3075	①2275	....	....		....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	10000	4150	2600	1900	2550	1800	10000	3350	3700
DF-200 to 206	5100 to 5120	3000	....		625	825	....	3000	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	4000	2075	1300	950	1300	925	4000	1675	1860
DF-305, 306	4624 to 4633	4000	2350	1475	1075	1450	1050	4000	1875	2075
DF-307	4634 to 4645	....	....	....	....	....	....	....	....	....
DF-500, 501	4800 to 4815	10000	4650	2950	2225	2925	2100	10000	3775	4150
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844 5872 to 5891	10000	3000	1700	1550	1625	1300	10000	2325	2950
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	10000	3575	2000	1700	1975	1450	10000	2600	3200
DS-1 to 8	1000 to 1032	4000	1050	650	470	650	450	4000	850	850
DS-9 to 12	1033 to 1090	4000	1875	1175	850	1150	825	4000	1500	1675
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	4000	1600	1000	725	975	700	4000	1275	1425
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4000	2225	1275	1000	1250	975	4000	1775	1975
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	4000	1950	1225	900	1225	850	4000	1575	1750
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....	....	....

①Rating Benson to Mescal 2300.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—LORDSBURG SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Lordsburg to Wilna El Paso to Aden	Wilna to El Paso	Aden to Lordsburg	Lordsburg to Lawrence	Lordsburg to Guthrie So. Siding to Lordsburg	Guthrie to So. Siding Clifton to So. Siding	So. Siding to Clifton Lawrence to Lordsburg
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917..........	1975	2600	2200		....	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915....	1975	2600	2125		....	....	....
	6019 to 6033, 5918 to 5924..........					....	....	....
	6034 to 6045..........					....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except..........	2225	2900	2475	400	1850	800	6050
	with 61:16 gear ratio..........	1925	2500	2150	400	1850	800	6050
	with 60:17 gear ratio..........	1750	2300	1950	400	1850	800	6050
DF-100	5200 to 5202..........	2100	2925	2300		②1875	②750	①4000
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278....	3025	4800	3400		2925	1225	①5000
DF-109, 111	4903 to 4905, 5250 to 5252..........	4450	5000	4975		2950	1250	①5000
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493..........	3700	4950	4150		3025	1275	①10000
DF-200 to 206	5100 to 5120..........							....
DF-300 to 304	4600 to 4623, 4700 to 4703..........	1850	2450	2075		1525	650	①4000
DF-305, 306	4624 to 4633..........					....	....	....
DF-307	4634 to 4645..........	....		....		....	....	....
DF-500, 501	4800 to 4815..........	4150	5425	4625		1950	850	①10000
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891..........	2325	3050	3300	③450	1925	825	10000
DF-608 to 610, 613, 614, 615	5720 to 5729, 5845 to 5871..........	2800	3700	3950		2325	1000	①10000
DS-1 to 8	1000 to 1032..........	950	1250	1050		775	300	①4000
DS-9 to 12	1033 to 1090..........	1675	2200	1875		1350	575	①4000
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..........	1425	1875	1600		1450	625	①4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550....	1825	2425	2200		1475	600	①4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596....							....
DS-200, 201	1900 to 1903..........			....		....	....	....

①Applies South Siding to Clifton only.
②Rating Lordsburg to Guthrie 1975, Clifton to South Siding 975.
③Applies to DF-603, 605, 606 and 607 only.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Bowie to San Carlos	San Carlos to Cutter	Cutter to Pinal	Pinal to Globe	Globe to Miami	Miami to Globe	Globe to Pinal	Pinal to San Carlos	San Carlos to Tanque	Tanque to Bowie
DF-100	5200 to 5202..........	....	....	....	....	....	....	....	....	....	...
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278....	5000	2200	1000	5000	2375	1975	1125	5000	3125	232
DF-109, 111	4903 to 4905, 5250 to 5252..........	....	....	....	....	....	....	....	....	....	...
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493..........	4400	2600	1200	10000	2850	1700	1325	10000	3700	290
DF-200 to 206	5100 to 5120..........	1400	850	395	3000	925	555	440	3000	1200	92
DF-300 to 304	4600 to 4623, 4700 to 4703..........	2200	1325	600	4000	1425	875	650	4000	1850	145
DF-305, 306	4624 to 4633..........	2450	1500	700	4000	1625	975	775	4000	2100	162
DF-307	4634 to 4645..........	....	....	....	....	....	....	....	....	....	...
DF-500, 501	4800 to 4815..........	....	....	....	....	....	....	....	....	....	...
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891..........	3475	2125	875	10000	2025	1225	1125	10000	2950	202
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871..........	4175	2075	975	10000	....	....	1075	10000	2875	225
DS-1 to 8	1000 to 1032..........	1350	825	365	4000	900	520	405	4000	1150	90
DS-9 to 12	1033 to 1090..........	1975	1200	550	4000	1300	775	600	4000	1675	130
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..........	1675	1025	455	4000	1100	650	505	4000	1425	110
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550....	2950	1500	695	4000	1625	1150	775	4000	2150	140
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596....	1775	1250	575	4000	1350	800	625	4000	1750	135
DS-200, 201	1900 to 1903..........	....	....	....	....	....	....	....	....	....	...

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 5. Time for westward trains at Mescal applies at west end of westward crossover, and for eastward trains at east end of eastward crossover.

Time at Anapra for westward trains applies at west switch of east crossover and for eastward trains at east switch of east crossover.

RULE 21-C. Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at Douglas.

RULE 26. On diesel fueling tracks at Douglas passenger station and roundhouse a blue light will not be attached to reflectorized blue "Men at Work" signs when displayed at night.

RULES 30 and 31. Curtiss: Whistle signal must be sounded and bell kept ringing approaching and over crossing near Apache Powder Co. office.

RULE 82-A. Eastward trains originating Tucson or P.F.E. Yard enroute Douglas Subdivision with same conductor and engineer must obtain two clearances, one endorsed Lordsburg Subdivision and one endorsed Douglas Subdivision. Douglas Subdivision clearance and train orders, if any, addressed to such trains at Tucson or P.F.E. Yard authorizes movement on Douglas Subdivision.

Westward trains authorized on Douglas Subdivision enroute Lordsburg Subdivision with same conductor and engineer are also authorized on Lordsburg Subdivision, Mescal to Tucson.

Regular trains and sections thereof authorized on Lordsburg Subdivision, or Douglas Subdivision, with the same conductor and engineer are authorized on both Subdivisions and will display indicators and signals, if any, accordingly.

East extra and regular trains and sections thereof from Douglas Subdivision may assume the corresponding numbers and/or schedules on Lordsburg Subdivision at Anapra without clearance.

Crew arriving Patagonia on No. 944 may assume schedule of No. 945 without clearance.

Crew arriving Ft. Huachuca on No. 942 may assume schedule of No. 943 without clearance.

Crew arriving Lewis Springs on No. 942 may assume schedule of No. 943 without clearance.

Crew arriving Fairbank on No. 940 may assume schedule of No. 941, crew arriving Fairbank on No. 942 may assume schedule of No. 943 and crew arriving Fairbank on No. 944 may assume schedule of No. 945 without obtaining clearance at Fairbank.

Schedule of No. 940, No. 942 and No. 944 may be assumed by crew at Benson without clearance when the operator is not on duty.

Crews ordered for extra trains at Alfalfa or Cotton Ave. units of El Paso Yard may leave without clearance, and will move on yardmaster's instructions and signal indication to Tower 196, where a clearance OK'D by Chief Train Dispatcher must be obtained and may leave Anapra without clearance.

Westward extra and regular trains and sections thereof from Lordsburg Subdivision may assume the corresponding numbers and/or schedules on Douglas Subdivision at Anapra without clearance.

Train indicators, markers and signals, if any, will be displayed from Alfalfa or Cotton Ave. units of El Paso Yard as instructed by Yardmaster or by telegram from Chief Train Dispatcher.

RULE 83-A. At the following stations only the trains indicated will register:

Fairbank.......Trains originating and terminating.

RULE 83-B. At open train order offices, trains may register by ticket as follows:

Douglas, Nos. 2 and 3.

El Paso (Tower 196), Trains originating or terminating Alfalfa or Cotton Ave. units.

Trains originating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Trains terminating El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in Trainmen's Register Room.

Conductors of trains originating Alfalfa or Cotton Ave. units, El Paso Yard, must show on margin of train register ticket thrown off at Tower 196 the time watch was compared with standard clock, and operator at Tower 196 will enter this information on train register.

RULE 85. Sections of regular trains from Lordsburg Subdivision, enroute Douglas Subdivision, must not pass and run ahead of another section of same schedule between Tucson and Mescal without exchanging train orders, train indicators and signals.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1046.32	Fairbank	1049.89
1050.33	" (Benson-Fairbank Br.)	
	" (Patagonia Br.)	End of track
1058.30	Lewis Springs	1059.88
1084.27	Bisbee Jct.	1085.78
	" (Don Luis Branch)	End of track
	" (Bisbee Branch)	End of track
1102.94	Douglas	1109.06
1068.00	Ft. Huachuca	End of track
	Benson (Benson-Fairbank Branch)	1034.00

Galena: The 1538 foot connecting track, between east end of crossover and Phelps Dodge Corporation's open pit tracks, is the interchange track with Phelps Dodge Corporation. The east switch of crossover at west end of interchange track shall be left lined for the main track.

RULE 98. Railroad crossings at grade not interlocked:

Lowell	Phelps Dodge narrow gauge track crossings as follows: Movable crossing over supply track Junction Yard opposite tipple at Junction Shaft.

RULE 99-C. Will apply on Ft. Huachuca, Benson-Fairbank and Patagonia Branches.

RULE 103-A. Trains and engines must be preceded by flagman before any movement is made over following street and highway crossings:

Curtiss	Crossing track leading to Apache Powder plant;
Calumet	Crossings at Phelps Dodge smelter on tracks Nos. 1 and 2; on track No. 5 near office; on lead to acid loading plant; and on lead to calcine track;
Ft. Huachuca	All crossings in Fort Huachuca.
Douglas	All crossings on Queen track.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

Benson	Benson-Fairbank Br., for track No. 2;
Benson Jct.	Benson-Fairbank Br., for Mescal line;
Fairbank	Patagonia Br., for Mescal line;
LewisSprings	Ft. Huachuca Br., for Mescal line;
Bisbee Jct.	Bisbee Br., for Mescal line;
Bisbee Jct.	East end of west leg of wye must be left lined for east leg of wye;
Naco	PdeMRR, for Mescal line;
Douglas	Nacozari RR, for SP yard track;
Anapra	East end of west crossover, and west end of east crossover, for Deming line.
Corta	Bisbee Br., for Bisbee Branch;

Derails in main track:

Ft.Huachuca	378 feet west of west wye track switch;
Benson Jct.	On Benson-Fairbank Br., 284 feet west of junction switch;
Fairbank	On Patagonia Br., 260 feet east of junction switch;
LewisSprings	On Ft. Huachuca Br., 237 feet east of junction switch;
Corta	212 feet east of Corta switch.

SPECIAL INSTRUCTIONS—DOUGLAS SUBDIVISION

RULE 105. Mescal: Track North of main track is controlled siding. Track South of main track is station track, but may be used for meeting or passing trains when authorized by Train Dispatcher.

Hereford: Siding located opposite station building on North side of main track, extending eastward from turnout east of stock pens.

RULE D-151. Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso, may be authorized by Train order or orally by the Train Dispatcher and protection for such movement authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

RULE 204. Trains of Lordsburg and Douglas Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE 208. That portion reading "Train Dispatcher must not give OK to the clearance until assured by operator that the train has stopped" will not apply at Douglas.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device. Absolute signals are listed "P-A" or "P-SA".

Eastward Signal	Protection	Westward Signal
	Spring switch, east end station track, Mescal	P-A
P-10778	High water detector, Bridge 1079.24	P-10795
P-SA	Spring switch, west end west crossover, Anapra	
	Spring switch, east end east crossover, Anapra	P-SA

RULE 505. Trains to and from Benson-Fairbank Branch may move under block signal indication between east switch Fairbank and Benson Jct. after receiving authority from Train Dispatcher to occupy main track. Eastward trains on Benson-Fairbank Branch must not pass block signal 10464 on branch or foul main track until authorized by Train Dispatcher. Normal indication of signal 10464 will be Stop, except when main track switch Benson Jct. is lined for Benson-Fairbank Branch, signal will then indicate Proceed if block is clear. Benson-Fairbank trains must avoid delaying main line trains and must not pass signal 10464, or signal 10477, if in other than Proceed position, except as provided by Rules 510 and 513.

RULE 513. Westward trains Patagonia Branch must not foul Mescal-Douglas Main track at Fairbank until authorized by Train Dispatcher.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Anapra	West end west crossover	No. 2 Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Mescal	East end Station Track	Main track
Anapra	East end east crossover	No. 2 Track

CENTRALIZED TRAFFIC CONTROL

RULE 760. Mescal: Limits extend from West switches of Controlled Siding and Station Track, MP 1023.00, to Westward Absolute signal, MP 1024.1 on Douglas Subdivision.

Track North of main track is controlled siding. Electric locked hand operated switches at West end of South track and East end of crossover from South track to main track are controlled by train dispatcher.

Anapra: Centralized Traffic Control Limits extend between Westward absolute signal located MP 1317.4 and Eastward absolute signal located MP 1317.8.

RULE 765. Will apply as follows:

Mescal: When necessary to use east switch of Coal Track at Mile Post 1022.73 on Marsh-Fairbank Line. This switch, in Main Track, is not equipped with electric switch lock.

GENERAL REGULATIONS

RULE 825. Naco: Opening of five car lengths must be left each side of Main Street crossing, east of MP 1081.000.

RULE 827. Passenger trains making station stops at Douglas must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 24-F. Will apply as follows:

Bisbee Branch, Don Luis Branch, Fort Huachuca Branch, on all tracks at Curtiss Powder Plant, Paul's Spur at Forrest and on unloading trestle at P. D. Smelter at Douglas.

RULE 25. Will apply as follows:

Sonoita	All trains.
Fort Huachuca	Westward trains.
Douglas	All trains and yard movements between Douglas and P. D. Smelter.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Tracks
All engines except, DS-1 to 12, DS-100 to 122, DF-300 to 307, DF-100 (5200, 5201 and 5202) only	Calumet	Trestle to ore bins at Smelter.
All engines	Don Luis	White Tail Deer spur, beyond impaired clearance sign.
All engines except, DF-100 to 109, 112, 200 to 204	Hermanas	Stock track; beyond 100 feet from fouling point.

Look out for fallen rocks on curve between MP 1053.00 and MP 1054.00, Fairbank-Lewis Springs.

Bisbee Branch: Campbell shaft track and Denn spur track at Lowell must not be used beyond points indicated by signs: "Limit of Southern Pacific switching operations".

Lowell: Engines must not operate over trestle 1091.38 on approach to ore bin, Shattuck Denn mine.

Shop spur in Junction Mine yard, engines must not pass sign reading: "Engines Must Not Pass This Point."

11. Load limit (car and contents):

Mescal-Anapra	251,000 pounds
Benson-Fairbank	230,000 pounds
Fairbank-Patagonia	169,000 pounds
Lewis Springs-Ft. Huachuca	230,000 pounds
Corta-Galena	230,000 pounds
Bisbee Jct.-Bisbee	230,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

MISCELLANEOUS (Cont'd.)

13. LOCATION OF STOCK YARDS

Station	Capacity in cars	
Hereford	28	(Water)
Land	22	
Ballybrophy (Private)	8.5	
Sonoita (Private)	30	
Patagonia	5	
Douglas	63	(Water)
Bernardino	31	(Water)*
Apache	26	(Water)
Rodeo	37	(Water)
Animas	18	(Water)
Playas	21	
Hachita	37	(Water)
Hermanas	15	
Columbus	29	(Water)
Mt. Riley	16	
Anapra	Stock Chute (Private)	

*Water supplied by tank car.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location		Description
1051.90	Fairbank	Storage and transfer tracks	Side
1069.00	Hereford	Stock spur	Side
1089.00	Crook Tunnel		Overhead and side
1107.00	Douglas	Stock corral track	Side
1130.60	Bernardino	Stock corral track	Side
1206.30	Hachita	Stock corral track	Side

BENSON BRANCH

Mile Post	Location		Description
1039.80	Curtiss	Pit type cattle guard on track entering Apache Powder Co.	
1042.40	Land	Stock corral	Side

PATAGONIA BRANCH

Mile Post	Location		Description
1051.90	Fairbank	Bridge over San Pedro River	Overhead
1055.30		Bridge over Babacomari Creek	Overhead
1069.00	Ballybrophy	Stock Chute Platform	Side
1067.40		Bridge over Babacomari Creek	Overhead
1063.80	Elgin	Platform	Side

FT. HUACHUCA BRANCH

Mile Post	Location		Description
1059.00	Lewis Springs	Bridge over San Pedro River	Overhead and side

DON LUIS BRANCH

Mile Post	Location		Description
1089.80	Don Luis	Ore loading ramp on White Tail Deer spur	Side
1090.80	Galena	Dallas Shaft spur	Side

Due to restricted clearance, cars of excess width must not be set out on North Line Siding at Anapra except in cases of extreme emergency.

If it is necessary, in extreme emergencies, to set out a car of excess width on the North Line siding at Anapra, Chief Dispatcher at Tucson must be promptly notified by telephone before car is left.

SPECIAL INSTRUCTIONS—DOUGLAS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, MESCAL TO DOUGLAS:			
1023.60 to 1023.84 (1022.48)	50	45	50
1022.48 to 1022.94	**20	**20	**20
1022.94 to 1023.85	70	55	70
1023.85 to 1028.85	79	55	70
1028.85 to 1030.25	70	55	70
1030.25 to 1034.25	79	55	70
1034.25 to 1040.56	70	55	70
1040.56 to 1040.91	65	55	65
1040.91 to 1044.75	70	55	70
1044.75 to 1045.95	60	50	60
1045.95 to 1049.10	79	55	70
1049.10 to 1053.10	65	55	65
1053.10 to 1054.15	35	35	35
1054.15 to 1056.20	60	50	60
1056.20 to 1059.15	65	50	65
1059.15 to 1060.40	55	50	55
1060.40 to 1063.90	70	50	70
1063.90 to 1066.10	65	50	65
1066.10 to 1066.35	55	50	55
1066.35 to 1068.35	75	50	70
1068.35 to 1069.70	50	45	50
1069.70 to 1071.25	60	50	60
1071.25 to 1075.35	79	50	70
1075.35 to 1075.65	60	50	60
1075.65 to 1077.75	75	50	70
1077.75 to 1080.75	55	45	55
1080.75 to 1081.00	45	35	45
1081.00 to 1085.05	70	50	70
1085.05 to 1088.50	60	45	60
1088.50 to 1092.70	45	40	45
1092.70 to 1093.15	45	35	45
1093.15 to 1097.27	50	45	50
1097.27 to 1106.71	79	55	70
1106.71 to 1107.00	30	30	30

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, DOUGLAS TO MESCAL:			
1107.00 to 1106.71	30	30	30
1106.71 to 1097.27	79	55	70
1097.27 to 1093.15	50	45	50
1093.15 to 1092.70	45	35	45
1092.70 to 1088.50	45	40	45
1088.50 to 1085.05	60	45	60
1085.05 to 1081.00	70	50	70
1081.00 to 1080.75	45	35	45
1080.75 to 1077.75	55	45	55
1077.75 to 1075.65	75	50	70
1075.65 to 1075.35	60	50	60
1075.35 to 1071.25	79	50	70
1071.25 to 1069.70	60	50	60
1069.70 to 1068.35	50	45	50
1068.35 to 1066.35	75	50	70
1066.35 to 1066.10	55	50	55
1066.10 to 1063.90	65	50	65
1063.90 to 1060.40	70	50	70
1060.40 to 1059.15	55	50	55
1059.15 to 1056.20	65	50	65
1056.20 to 1054.15	60	50	60
1054.15 to 1053.10	35	35	35
1053.10 to 1049.10	65	55	65
1049.10 to 1045.95	79	55	70
1045.95 to 1044.75	60	50	60
1044.75 to 1040.91	70	55	70
1040.91 to 1040.56	65	55	65
1040.56 to 1034.25	70	55	70
1034.25 to 1030.25	79	55	70
1030.25 to 1028.85	70	55	70
1028.85 to 1023.85	79	55	70
1023.85 to 1022.94	70	55	70
1022.94 to 1022.48	**20	**20	**20
1022.48 to 1022.20	50	50	50

**I.C.C. Regulation.

Speed of trains handling concentrates loaded in open top cars between Bisbee Junction and Douglas must not exceed 25 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Centralized Traffic Controlled sidings and turnouts	25
Through other sidings, and turnouts, except:	15
Through slip switches	10
Through turnouts other than sidings	10
Through yard and other tracks, wyes, balloon tracks and crossovers, except:	15
On branches	10
On wye tracks at Lewis Springs, Bisbee Jct. Douglas	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Douglas Nacozari connection	20
Machine shop and industry tracks	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions of All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	MP MP Column:	1	2
EASTWARD, BENSON TO BENSON JCT.:			WESTWARD, BENSON JCT. TO BENSON:		
1032.60 to 1049.25	20	20	1050.60 (1046.40) to 1049.85	20	20
1049.25 to 1049.85	15	15	1049.85 to 1049.25	15	15
1049.85 to 1050.60	20	20	1049.25 to 1032.60	20	20
EASTWARD, FAIRBANK TO PATAGONIA:			WESTWARD, PATAGONIA TO FAIRBANK:		
1048.20 to 1051.94	20	20	1095.34 to 1094.00	20	20
1051.94 to 1051.98 (bridge)	10	10	1094.00 to 1090.05	25	25
1051.98 to 1055.28	20	20	1090.05 to 1085.16	20	20
1055.28 to 1055.30 (bridge)	10	10	1085.16 to 1085.14 (bridge)	10	10
1055.30 to 1064.92	25	25	1085.14 to 1082.74	20	20
1064.92 to 1067.39	20	20	1082.74 to 1080.28	25	25
1067.39 to 1067.43 (bridge)	10	10	1080.28 to 1078.85	20	20
1067.43 to 1075.80	25	25	1078.85 to 1075.80	30	30
1075.80 to 1078.85	30	30	1075.80 to 1067.43	25	25
1078.85 to 1080.28	20	20	1067.43 to 1067.39 (bridge)	10	10
1080.28 to 1082.74	25	25	1067.39 to 1064.92	20	20
1082.74 to 1085.14	20	20	1064.92 to 1055.30	25	25
1085.14 to 1085.16 (bridge)	10	10	1055.30 to 1055.28 (bridge)	10	10
1085.16 to 1090.05	20	20	1055.28 to 1051.98	20	20
1090.05 to 1094.00	25	25	1051.98 to 1051.94 (bridge)	10	10
1094.00 to 1095.34	20	20	1051.94 to 1048.20	20	20
EASTWARD, LEWIS SPRINGS TO FT. HUACHUCA	25	25	WESTWARD, FT. HUACHUCA TO LEWIS SPRINGS	25	25
EASTWARD, BISBEE JCT. TO BISBEE	20	25	WESTWARD, BISBEE TO BISBEE JCT.	20	25
EASTWARD, CORTA TO GALENA	20	25	WESTWARD, GALENA TO CORTA	20	25

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, and turnouts; except	15
Through slip switches	10
Through turnouts other than sidings	10
Through yard and other tracks, wyes, balloon tracks and crossovers, except	15
On branches	10
On all tracks in Fort Huachuca	15
On wye tracks at Lewis Springs, Bisbee Jct., Douglas	10
On wye tracks at stations not listed above	6
On all turnouts listed below:	
Benson .... Wye track	10
Curtiss .... Magazine spur	10
Lowell .... All tracks Junction yard	10
Denn Lumber spur	10

SPECIAL INSTRUCTIONS—DOUGLAS SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP — MP	Column: 1 PASSENGER TRAINS	2 FREIGHT AND MIXED	3 LIGHT ENGINES
EASTWARD, DOUGLAS TO ANAPRA:			
1107.00 to 1108.10	30	30	30
1108.10 to 1115.00	70	50	70
1115.00 to 1126.20	40	40	40
1126.20 to 1129.75	70	50	70
1129.75 to 1133.30	79	50	70
1133.30 to 1134.50	70	50	70
1134.50 to 1135.25	55	40	55
1135.25 to 1139.65	70	55	70
1139.65 to 1140.20	55	50	55
1140.20 to 1141.25	70	50	70
1141.25 to 1146.50	79	50	70
1146.50 to 1163.80	79	55	70
1163.80 to 1169.55	45	40	45
1169.55 to 1183.39	79	55	70
1183.39 to 1185.87	50	50	50
1185.87 to 1193.07	79	50	70
1193.07 to 1193.30	70	50	70
1193.30 to 1199.63	79	50	70
1199.63 to 1201.45	60	50	60
1201.45 to 1209.55	79	50	70
1209.55 to 1209.80	70	50	70
1209.80 to 1226.95	79	55	70
1226.95 to 1230.95	45	40	45
1230.95 to 1243.35	79	55	70
1243.35 to 1245.30	55	40	55
1245.30 to 1251.00	79	50	70
1251.00 to 1264.10	79	55	70
1264.10 to 1266.25	50	50	50
1266.25 to 1269.55	79	55	70
1269.55 to 1269.75	70	55	70
1269.75 to 1272.05	75	55	70
1272.05 to 1272.30	60	50	60
1272.30 to 1274.18	79	55	70
1274.18 to 1274.60	70	55	70
1274.60 to 1282.85	79	55	70
1282.85 to 1285.15	50	40	50
1285.15 to 1289.75	79	55	70
1289.75 to 1291.80	70	55	70
1291.80 to 1292.90	50	40	50
1292.90 to 1311.15	79	55	70
1311.15 to 1317.40	45	40	45
1317.40 to 1317.70	40	35	40

TERRITORY MP — MP	Column: 1 PASSENGER TRAINS	2 FREIGHT AND MIXED	3 LIGHT ENGINES
WESTWARD, ANAPRA TO DOUGLAS:			
Anapra, thru west crossover	25	25	25
1317.70 to 1317.40	40	35	40
1317.40 to 1311.15	45	40	45
1311.15 to 1292.90	79	55	70
1292.90 to 1291.80	50	40	50
1291.80 to 1289.75	70	55	70
1289.75 to 1285.15	79	55	70
1285.15 to 1282.85	50	40	50
1282.85 to 1274.60	79	55	70
1274.60 to 1274.18	70	55	70
1274.18 to 1272.30	79	55	70
1272.30 to 1272.05	60	50	60
1272.05 to 1269.75	75	55	70
1269.75 to 1269.55	70	55	70
1269.55 to 1266.25	79	55	70
1266.25 to 1264.10	50	50	50
1264.10 to 1251.00	79	55	70
1251.00 to 1245.30	79	50	70
1245.30 to 1243.35	55	40	55
1243.35 to 1230.95	79	55	70
1230.95 to 1226.95	45	40	45
1226.95 to 1209.80	79	55	70
1209.80 to 1209.55	70	50	70
1209.55 to 1201.45	79	50	70
1201.45 to 1199.63	60	50	60
1199.63 to 1193.30	79	50	70
1193.30 to 1193.07	70	50	70
1193.07 to 1185.87	79	50	70
1185.87 to 1183.39	50	50	50
1183.39 to 1169.55	79	50	70
1169.55 to 1163.80	45	40	45
1163.80 to 1146.50	79	55	70
1146.50 to 1141.25	79	50	70
1141.25 to 1140.20	70	50	70
1140.20 to 1139.65	55	50	55
1139.65 to 1135.25	70	55	70
1135.25 to 1134.50	55	40	55
1134.50 to 1133.30	70	50	70
1133.30 to 1129.75	79	50	70
1129.75 to 1126.20	70	50	70
1126.20 to 1115.00	40	40	40
1115.00 to 1108.10	70	50	70
1108.10 to 1107.00	30	30	30

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Centralized Traffic Controlled sidings and turnouts		25
Through other sidings, and turnouts, except:		15
Through slip switches		10
Through turnouts other than sidings		10
Through yard and other tracks, wyes, balloon tracks and crossovers, except:		15
On branches		10
On wye tracks at Douglas		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
Douglas	Nacozari connection	20
	Machine shop and industry tracks	10

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Bisbee Jct. to Douglas Douglas and Anapra Mescal to Naco	Naco to Bisbee Jct.	Bisbee Jct to Douglas Bisbee Jct. to Fairbank	Fairbank to Mescal	Lewis Springs to Ft. Huachuca	Ft. Huachuca to Lewis Springs
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917, 6046 to 6054	1375	1525	5500	3450	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915 6019 to 6033, 5918 to 5924 6034 to 6045	1400	1525	5525	3475	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	1600 1375 1250	1725 1500 1350	6050 5275 4750	3800 3300 3000	....	....
DF-100	5200 to 5202	1550	2850	4000	3875	1100	4000
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2525	....	....	....	....	....
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	2600	2650	10000	6600	....	....
DF-200 to 206	5100 to 5120	850	925	3000	2050	570	3000
DF-300 to 304	4600 to 4623, 4700 to 4703	1325	....	....	....	....	....
DF-305, 306	4624 to 4633	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	....	....	....
DF-500, 501	4800 to 4815	3000	3250	10000	7125	1625	10000
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891	⑤1675	2325	10000	3975	1150	10000
DF-608 to 610, 613, 614, 615	5720 to 5729, 5845 to 5871	2025	2500	10000	4825	1100	10000
DS-1 to 8	1000 to 1032	650	725	4000	1650	....	....
DS-9 to 12	1033 to 1090	1200	1300	4000	2900	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1025	1100	4000	2475	....	....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	1500	4000	3250	....	....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....

All engines listed are authorized to operate on the Fort Huachuca Branch.

NOMINAL CLASS	ENGINE NUMBERS	Corta to Galena Bisbee Jct. to Warren	Bisbee Jct. to Bisbee	Bisbee to Bisbee Jct.	Galena to Corta Warren to Bisbee Jct.	Fairbank to Sonoita Patagonia to Elgin	Elgin to Fairbank Sonoita to Patagonia	Benson and Benson Jct.
DF-100	5200 to 5202	1100	1100	4000	4000	....		④1650
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278							....
DF-109, 111	4903 to 4905, 5250 to 5252		....	....	....	....		....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5344, 5449 to 5493	....	....	....	....	....		....
DF-200 to 206	5100 to 5120		575	3000		②1075	3000	③750
DF-300 to 304	4600 to 4623, 4700 to 4703							....
DF-305, 306	4624 to 4633							....
DF-307	4634 to 4645							....
DF-500, 501	4800 to 4815	....						....
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844, 5872 to 5891	1150	1150	10000	10000		....	....
DF-608 to 610, 613, 614, 615	5720 to 5729, 5845 to 5871	1100	1100	10000	10000			....
DS-1 to 8	1000 to 1032	....	....	....	....	....	....	....
DS-9 to 12	1033 to 1090	....	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	....				....	....	....
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	....	575	3000	....	....	....	....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596					....		....
DS-200, 201	1900 to 1903							....

①Rating Benson to Benson Jct. 1600 tons.
②Applies Fairbank to Sonoita only, rating Patagonia to Elgin 725 tons.
③Applies Benson to Benson Jct. only, rating Benson Jct. to Benson 825 tons.
④Applies Benson to Benson Jct. only, rating Benson Jct. to Benson 1850 tons.
⑤Applies Mescal to Naco, Douglas to Anapra and Bisbee Jct. to Douglas, rating Anapra to Douglas and Douglas to Bisbee Jct. 1725 tons.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

RULE 21(c). Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at El Paso, except those arriving Union Depot.

RULE 26. On diesel fueling tracks at Piedras and Laurel Sts., El Paso, a blue light will not be attached to reflectorized blue "Men At Work" signs when displayed at night.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Carrizozo Subdivision)	1300.54
	" (T&NO Tracks)	820.00
1301.50	Fort Bliss-Planeport	1304.00

Freight trains must not enter receiving tracks unless proceed signal received from yardman, green flag by day, green light by night, or on oral instructions from yardmaster or his representative.

RULE 98. Railroad crossings at grade not interlocked:

T&P yard track crossing River track near foundry. Movements over this crossing may be made only after flagman has preceded the movement.

RULE 103-A. Automatic crossing warning device on No. 3 track at Globe Mills is not connected with two industry tracks at Globe Mills and flagman must precede any movement over crossing on either of these two tracks.

Ashley: State Highway crossing on Fort Bliss spur. Approach circuits of automatic crossing warning device indicated on rail joints on each side of crossing. When these circuits are occupied and crossing is not entered within one minute signals cease to operate.

To operate or restart signals, insert switch key in either of the KEY RELEASE boxes located on each signal mast and turn SLOWLY one complete turn to right.

RULE 104. Split point derail in B, C and D units of El Paso yard are located on west end of tracks Nos. 16, 17, 18, 29, 33, 34 and west end of lead opposite PFE salt house.

RULE D-151. Between Ice House Crossover, MP 1320.90, and El Paso (Union Depot) the three main tracks are designated as follows:

North track.........No. 1 Track, current of traffic westward;
Middle track........No. 2 Track, current of traffic eastward;
South track.........No. 3 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track being governed by block signal indication.

Movements against the current of traffic between end of CTC, Anapra and Tower 196, El Paso, may be authorized by Train order or orally by the Train Dispatcher and protection for such movement authorized orally will be provided jointly by the Train Dispatcher and the Yardmaster, El Paso.

RULE 292. Eastward trains and engines en route Alfalfa unit must not pass Signal 8232 while flashing white light on signal mast is displayed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 8263 displays stop indication westward trains and engines must sound one long blast of engine whistle and if signal fails to display proceed indication after whistle is sounded, call signal operator at Tower 47 before applying Rule 509(d).

Signals 8231 and 8233 located on signal bridge west end Alfalfa unit govern movements as follows:

Signals 8231 governs movement on Westward Track.

Signal 8233 governs movement from drill track to Westward Track.

Westward trains or engines stopped by Signal 8231 must actuate push button, wait 45 seconds and if signal does not display a proceed indication may proceed under the provisions of Rule 509(d).

Westward trains or engines leaving Alfalfa unit from drill track and stopped by Signal 8233 may, provided no westward movement is approaching on Westward Track, actuate push button and, if after waiting 2 minutes and 50 seconds, signal does not display a proceed indication, may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

Signal 8226 located west of facing point crossover from Eastward Track to Westward Track Alfalfa unit governs movements as follows:

Top unit governs movement on Eastward Track;

Bottom unit governs movement into yard.

Both crossovers and lead switch into yard must be lined before signal will display "Proceed on Diverging Route at Restricted Speed".

When Signal 8226 displays stop indication an eastward train or engine to enter Alfalfa unit at this location may, after stopping, proceed at restricted speed if proceed signal received from yardman, green flag by day, green light by night, which will indicate protection on Westward Track has been provided in the directions necessary to safeguard movement.

Signals 8223 and 8225 located on signal bridge Alfalfa unit (near Little Flower Road) govern movements as follows:

Signal 8223 governs movement on Westward Track;

Signal 8225 governs movement from yard to Westward Track and will not display any indication unless crossovers are lined for movement from yard to Westward Track.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Alfalfa unit..West end of crossover from drill to Westward Track....	Westward Track

RULE 605. INTERLOCKING

Ice House Crossover, MP 1320.90: Eastward SA signal governs movement as follows:

Top unit..............................To No. 3 Track;
Bottom unit...........................To No. 2 Track.

When signal displays stop indication a member of crew must call signal operator at Tower 196. Telephone located on instrument case.

Dual control switch under control of signal operator at Tower 196. When necessary to hand-throw this switch, permission must be obtained from signal operator and be governed by Rule 772.

El Paso (Union Depot) Tower 196: Limits on No. 1 Track and No. 2 Track extend from Signal 8299 to westward interlocking signal near (T&NO) MP 828.20 and No. 3 Track from east end Union Depot yard to Campbell street overpass.

Yardmaster Union Depot will inform signal operator when passenger trains are ready to leave; when yardmaster not available, conductors will furnish this information.

Whistle signals:

Main track movements in either direction with current of traffic —,

Movements between No. 1 Track, No. 2 Track and No. 3 Track (Union Depot) o — o,

Other main track movements in either direction against current of traffic o — —.

Tower 47: Limits on No. 1 Track and No. 2 Track extend from eastward interlocking signals near (T&NO) MP 828.20 east of trainway to westward interlocking signals at (T&NO) MP 827.40 and on Carrizozo Subdivision to absolute signal at MP 1297.60.

Westward three-unit signal at MP 1297.60 Carrizozo Subdivision governs movements as follows:

Top unit..........Westward to No. 1 Track;
Middle unit..........Eastward to T&NO Double Track;
Bottom unit..........To other diverging routes.

Eastward two-unit signal at connection with Carrizozo Subdivision and T&NO Double Track governs movement as follows:

Top unit..........To Westward Track against current of traffic;
Bottom unit......Through crossover to Eastward Track.

Dual control switches connecting T&P yard between River track and River track with T&P lead are under the control of signal operator. When necessary to hand-throw these switches, permission must be obtained from signal operator and be governed by Rule 772. Crank to operate switches and telephone for communication with signal operator are located on instrument house at San Antonio street crossing.

Whistle signals:

Main track movements in either direction with current of traffic —,
Main track movements in either direction against current of traffic— o,
C unit eastward — o — o,
C unit westward — o —,
D unit eastward o — — o,
D unit westward o o — —,
To T&PRy main track o o — o,
Westward to A and B units o — o o,
To E unit — — o o,
Eastward to A and B units o — o,
From C and D units to Carrizozo Subdivision — o o —,
From A and B units to Carrizozo Subdivision — — — o,
From T&NO Westward Track to Carrizozo Subdivision o o o —,
From Carrizozo Subdivision to T&NO Eastward Track o o o — o,
From Carrizozo Subdivision to C and D units o — —,
From Carrizozo Subdivision to A and B units o o — — o,
From any point to SP shop lead eastward o o — — o o,
From SP roundhouse lead eastward o — — o o.

GENERAL REGULATIONS

RULE 825. Before engine is detached in A, B, C and D units of El Paso yard at least 5 hand brakes must be set on east end and 5 hand brakes on west end of trains and cuts of cars. Any employe releasing any of these brakes must first set as many others to replace them.

Hand brakes on cars on rear of outbound trains must not be released until engine is coupled to train and air through train.

Sufficient hand brakes must be set on all trains arriving Union Depot when portion of train is left beyond apex of the grade at east end of Union Depot yard.

RULE 826. Indicator lights located above tracks at each end, at East and West crossovers from C Yard lead to track 18 and at crossover leading from track 16 to track 17 of P.F.E. icing platform, govern movement on those tracks as follows:

Green —Tracks may be used for train or switching movements.

Yellow—Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.

Red —Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not lighted—Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

MISCELLANEOUS

29. The El Paso Terminal is under the jurisdiction of the Superintendent of the Rio Grande Division.

Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that company.

The main tracks between El Paso (Union Depot) and Tower 47 are designated:

North track..........No. 1 Track;
Middle track..........No. 2 Track;
South track, between Union Depot and Campbell Street overpass..........No. 3 Track.

SPEED RESTRICTIONS ON MAIN TRACK	Not Exceeding MPH
Between west limits Tower 196 (T&NO) MP 829.90 and Dallas Street, (T&NO) MP 827.71	20
Between Dallas Street (T&NO) MP 827.71 and east limits Tower 47, (T&NO) MP 827.40..........	15
Between east limits Tower 47 (T&NO) MP 827.40 and (T&NO) MP 820.00..........	35
Between Dallas Street, (T&NO) MP 827.71 and east limits Tower 47 Carrizozo Subdivision MP 1297.76..........	15

SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:..........	15
Through slip switches..........	10
Through turnouts on other than sidings....	10
On all turnouts listed below:	
West turnout Ice House Crossover..........	30
East turnout Ice House Crossover..........	20
West lead B unit..........	10
Industry tracks..........	10
Repair, store and material tracks, shop yard	10

SPECIAL INSTRUCTIONS—CARRIZOZO SUBDIVISION

RULE 21-C. Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at Carrizozo and Tucumcari.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on Yardmaster's instructions and signal indication to Planeport, where a clearance, OK'd by Chief Train Dispatcher, must be obtained.

Train indicators, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by Yardmaster or by telegram from Chief Train Dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

Crew arriving French on No. 974 may assume schedules of No. 975 without clearance.

RULE 83. If visual identification is made by eastward trains between El Paso (Union Depot) and Tower 47, identification will apply at end of double track.

RULE 83-B. At open train order offices, trains may register by ticket as follows:

Carrizozo, Nos. 3, 4, 39 and 40.

Planeport, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Planeport.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Carrizozo Subdivision)	1300.54
	" (T&NO tracks)	820.00
1301.50	Fort Bliss-Planeport	1304.00
1343.30	Orogrande	1346.51
1381.05	Alamogordo	1385.06
1438.53	Carrizozo	1441.90
1523.65	Vaughn	1526.96
1567.79	Santa Rosa	1569.69
1624.95	Tucumcari	1629.19
	" (Roy Br.)	1629.29

Main tracks between Alfalfa unit, El Paso Yard, and Tower 196 used jointly by Lordsburg and Carrizozo Subdivision trains and T&NO (San Antonio Division) trains and movements between these points must be made with caution, expecting to find main track occupied.

First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that Company.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE 99-C. Will apply on Roy Branch.

RULE 103-A. Alamogordo: Automatic crossing gates at Eighth St., will operate for continuous movement on main track or siding, but if stop is made within 150 feet of crossing, or movement is slow in switching, crossing must not be obstructed until it is known that crossing gates are down, or traffic has been protected by member of the crew. Movements on coal chute track or crossover to Lumber track must stop with lead wheels opposite "STOP" marker, 30 feet from crossing, and wait until crossing gates are down before occupying the crossing. Movements on Holloman Lumber spur must not be made over Eighth St. crossing until member of crew has protected traffic at the crossing.

Newman, Alvarado, Desert and Orogrande: Look out for U. S. Army Vehicles at grade crossings.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

Tucumcari.....Roy Br., for stock track.

RULE 105. Vaughn: First track north of main track is eastward siding. Second track north of main track is westward siding.

RULE 208. That portion reading "Train Dispatcher must not give OK to the clearance until assured by operators that the train has stopped" will not apply at Carrizozo.

RULE 221. Unit for display of flashing light installed at the following location:

Station	Location	Direction
Santa Rosa	On mast MP 1568.80	Westward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE D-251. Will apply as follows:

On No. 2 Track Anapra to El Paso (Cotton Ave.).

On No. 1 Track El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa Unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device. Absolute signals are listed "P-A" or "P-SA".

Eastward Signal	Protection		Westward Signal
P-SA	Spring switch, west end siding, Planeport		
P-13468	High Water Detector Bridge	1349.60	P-13497
P-13804	High Water Detector Bridge	1381.50	P-13819
P-13972	High Water Detector Bridge	1399.23	P-13993
P-13994	High Water Detector Bridge	1399.61	P-14017
P-14092	High Water Detector Bridge	1409.75	P-14117
P-14364	High Water Detector, Arch	1436.76	P-14379
P-14540	High Water Detector Bridge	1453.98	P-14559
P-14788	High Water Detector, Arch	1479.90	P-14805
P-14900	Spring switch, west end siding, Corona		
	Spring switch, east end siding, Corona		P-14911
P-15070	High Water Detector Bridge	1508.08	P-15091
P-15578	Spring switch, west end siding, Arabella		
	Spring switch, east end siding, Arabella		P-15589
P-15616	High Water Detector Bridge	1561.65	P-15621
P-15616	Fire Detector, Bridge	1561.65	P-15621
P-15682	Spring switch, west end siding, Santa Rosa		
	Spring switch, east end siding, Santa Rosa		P-15693
	Spring switch, east end siding, Los Tanos		P-15781
	Spring switch, east end siding, Montoya		P-16073
P-15838	High Water Detector Bridge	1584.00	P-15855
P-15956	High Water Detector Bridge	1595.82	P-15969
P-16048	High Water Detector Bridge	1605.89	P-16063
P-16072	High Water Detector Bridge	1607.39	P-16087
P-16172	High Water Detector Bridge	1618.37	P-16197
P-16232	High Water Detector Bridge	1623.27	P-16249
P-16260	Spring Switch, west end yard track, Tucumcari		

At Carrizozo Rule 507(c) will apply when Signals 14396 or 14397 display stop indication.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Planeport	West end siding	Main track
Corona	West end siding	Main track
Corona	East end siding	Main track
Arabella	West end siding	Main track
Arabella	East end siding	Main track
Santa Rosa	West end siding	Main track
Santa Rosa	East end siding	Main track
Los Tanos	East end siding	Main track
Montoya	East end siding	Main track
Tucumcari	West end yard track	Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Tucumcari	West switch of West lead, track No. 9

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	SA	Planeport	Proceed to east end siding.
S	SA	Planeport	Enter siding.
M	13029	Planeport	Proceed to west end siding.
S	13029	Planeport	Enter siding.
M	13804	Alamogordo	Proceed to east end siding.
S	13804	Alamogordo	Enter siding.
M	13853	Alamogordo	Proceed to west end siding.
S	13853	Alamogordo	Enter siding.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK Limits extend between MP 1297.60, (east limit Tower 47) El Paso, and MP 1301.90, (west end siding) Planeport.

Main track crossover switch at MP 1301.60, Planeport, equipped with electric lock. Before lock box door is opened permission must be obtained from signal operator at Tower 47 then inside switch may be lined. If Signal 13017 displays stop indication after switches are lined, train may proceed as prescribed by Rules 509 or 510, as the case may be, as applied to single track.

Signal 13017, on drill track, governs westward movements through crossover to main track only, and will remain dark until crossover switch is opened.

RULE 742. If, for any reason, proceed indication of an absolute signal cannot be acted upon at once, signal operator Tower 47 must be notified immediately.

RULE 744. When absolute signals display stop indication, signal operator Tower 47 must be contacted and when permission obtained from signal operator train may proceed as prescribed by Rules 509 or 510 as the case may be as applied to single track.

GENERAL REGULATIONS

RULE 825. Alamogordo: Sufficient hand brakes must be set to prevent uncontrolled movement of cars set out on track serving Holloman Air Force Base and brakes must not be released until coupled to by engine with or without cars.

Portable rail skids are hung on posts at east end of siding at:

Arabella and Ancho.

Portable rail skid is in telephone booth at east end of siding at Duran.

Portable rail skids are hung on post 100 feet east of stock pens on north side at Gallinas.

When necessary to leave cars on siding permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from this siding must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Passenger trains making station stops at Carrizozo must approach at not to exceed 8 MPH to allow forward brakeman to detrain on station side where rear of train will stop. He will then make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

Freight and mixed trains on descending grade will stop at Medio and Campana for inspection.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 3. Westward trains between Mosquero and Campana must use 90 pounds brake pipe pressure.

RULE 17. Retaining valves must be used on all cars on westward trains Mosquero to Campana.

RULE 25. Rear end test shall be made by freight and mixed trains immediately before leaving:

Mosquero . . . . Westward.

RULE 39. Running test shall be made as follows:

MP 1488.85. . Eastward and westward trains,
MP 1672.00. . Westward trains.

MISCELLANEOUS

6. Alamogordo: Cars set out on pocket No. 5 must be left west of house track switch and this switch left lined for house track.

On track serving Holloman Air Force Base cars must not be moved beyond derail located 2635 feet from main track switch without proper authority.

10. Roy Branch: Look out for drifted sand between Tucumcari and MP 1640.00 and between MP 1715.60 and French, and fallen rocks between MP 1640.00 and MP 1672.00.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
Engines heavier than 178,000 pounds	Tucumcari. . Roy yard, repair and coal storage tracks, water and reclamation spurs.

11. Load limit (car and contents):

El Paso-Tucumcari	251,000 pounds
Tucumcari-French	230,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars	
El Paso	Stock yards inc. hog resting pens capacity 250 cars	(Water)
Tularosa	17	(Water)
Carrizozo	16	(Water)
Ancho	16	(Water)
Elda	16½	
Gallinas(Private)	6	
Corona	7	(Water)
Torrance	9	
Duran	14	(Water)
Pastura	7½	
Santa Rosa	28	(Water)
Cuervo	18	
Montoya	10	
Tucumcari	109	(Water)
Bascom	25	
Atarque	12	
Campana	13	
Mosquero	25	(Water)
Roy	9	
Mills	3	
Vernon	8½	
Taylor	10	

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Mile Post	Location		Description
1463.50	Ancho	Stock loading platform	Side
1477.80	Elda	Stock loading platform	Side
1482.50	Gallinas	Stock loading platform	Side
1627.40	Tucumcari	Roy Yard	Side
	ROY BRANCH		
1639.00	Bridge 1638.93	Bridge over Canadian River	Side
1696.10	Roy	Stock track	Side

NOTE—Look out for narrow rock cuts between Tucumcari and MP 1672.00.

SPECIAL INSTRUCTIONS—CARRIZOZO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions of All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
EASTWARD, EL PASO TO CARRIZOZO:			
1295.52 to 1297.50	20	20	20
1297.50 to 1297.76	15	15	15
1297.76 to 1298.83 (Wyoming and Piedras St.)	25	25	25
1298.83 to 1300.94	45	45	45
1300.94 to 1300.95 (Tompkins Ave.)	35	35	35
1300.95 to 1302.17	45	45	45
1302.17 to 1302.18 (Wilson Road)	35	35	35
1302.18 to 1382.00	79	60	70
1382.00 to 1383.80	50	30	50
1383.80 to 1414.10	79	60	70
1414.10 to 1414.89	75	60	70
1414.89 to 1432.10	79	60	70
1432.10 to 1432.30	55	55	55
1432.30 to 1434.40	75	60	70
1434.40 to 1434.70	60	60	60
1434.70 to 1439.90	75	60	70

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
WESTWARD, CARRIZOZO TO EL PASO:			
1439.90 to 1438.00	75	60	70
1438.00 to 1434.70	75	50	70
1434.70 to 1434.40	60	50	60
1434.40 to 1432.30	75	60	70
1432.30 to 1432.10	55	55	55
1432.10 to 1421.00	79	60	70
1421.00 to 1414.89	79	50	70
1414.89 to 1414.10	75	50	70
1414.10 to 1387.00	79	60	70
1387.00 to 1383.80	79	50	70
1383.80 to 1382.00	50	30	50
1382.00 to 1302.18	79	60	70
1302.18 to 1302.17 (Wilson Road)	35	35	35
1302.17 to 1300.95	45	45	45
1300.95 to 1300.94 (Tompkins Ave.)	35	35	35
1300.94 to 1298.83	45	45	45
1298.83 to 1297.76 (Piedras and Wyoming St.)	25	25	25
1297.76 to 1297.50	15	15	15
1297.50 to 1295.52	20	20	20

Identified freight trains, with maximum of 70 cars or 3,000 tons or tonnage does not exceed 60 tons per operative brake, and handling no restricted cars, are authorized to operate at speeds shown in Column 1, except must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
On wye tracks at Orogrande, Carrizozo	10
On all turnouts listed below:	
Planeport..... Water spur	10
Alamogordo.. West turnout of siding	20
" Other tracks, except turnouts from main track and excluding west turnout of siding	10

SPECIAL INSTRUCTIONS—CARRIZOZO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	**1**	**2**	**3**
EASTWARD, CARRIZOZO TO TUCUMCARI:			
1439.90 to 1440.90	75	60	70
1440.90 to 1455.50	79	60	70
1455.50 to 1463.70	70	60	70
1463.70 to 1473.85	50	50	50
1473.85 to 1476.00	70	60	70
1476.00 to 1487.60	79	60	70
1487.60 to 1488.80	40	40	40
1488.80 to 1492.00	50	50	50
1492.00 to 1496.00	70	50	70
1496.00 to 1507.10	79	60	70
1507.10 to 1507.35	70	60	70
1507.35 to 1514.10	79	60	70
1514.10 to 1519.35	60	60	60
1519.35 to 1519.85	55	55	55
1519.85 to 1526.70	79	60	70
1526.70 to 1529.30	70	50	70
1529.30 to 1531.80	50	50	50
1531.80 to 1534.10	75	60	70
1534.10 to 1534.45	70	60	70
1534.45 to 1537.80	79	50	70
1537.80 to 1538.20	70	50	70
1538.20 to 1541.00	79	50	70
1541.00 to 1555.00	79	60	70
1555.00 to 1561.81	50	50	50
1561.81 to 1567.00	70	50	70
1567.00 to 1572.10	60	60	60
1572.10 to 1581.15	79	50	70
1581.15 to 1582.40	70	50	70
1582.40 to 1584.00	79	50	70
1584.00 to 1588.65	79	60	70
1588.65 to 1590.65	70	50	70
1590.65 to 1593.00	79	50	70
1593.00 to 1596.70	79	60	70
1596.70 to 1601.20	70	60	70
1601.20 to 1605.00	79	50	70
1605.00 to 1618.50	79	60	70
1618.50 to 1618.80	70	60	70
1618.80 to 1626.00	79	50	70
1626.00 to 1627.40	30	30	30

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	**1**	**2**	**3**
WESTWARD, TUCUMCARI TO CARRIZOZO:			
1627.40 to 1626.00	30	30	30
1626.00 to 1618.80	79	60	70
1618.80 to 1618.50	70	60	70
1618.50 to 1601.20	79	60	70
1601.20 to 1596.70	70	60	70
1596.70 to 1590.65	79	60	70
1590.65 to 1588.65	70	60	70
1588.65 to 1582.40	79	60	70
1582.40 to 1581.15	70	60	70
1581.15 to 1572.10	79	50	70
1572.10 to 1567.00	60	60	60
1567.00 to 1561.81	70	60	70
1561.81 to 1555.00	50	50	50
1555.00 to 1538.20	79	60	70
1538.20 to 1537.80	70	60	70
1537.80 to 1534.45	79	60	70
1534.45 to 1534.10	70	60	70
1534.10 to 1531.80	75	60	70
1531.80 to 1529.30	50	50	50
1529.30 to 1526.70	70	60	70
1526.70 to 1519.85	79	60	70
1519.85 to 1519.35	55	55	55
1519.35 to 1514.10	60	60	60
1514.10 to 1507.35	79	60	70
1507.35 to 1507.10	70	60	70
1507.10 to 1496.00	79	60	70
1496.00 to 1492.00	70	60	70
1492.00 to 1488.80	50	50	50
1488.80 to 1487.60	40	40	40
1487.60 to 1476.00	79	60	70
1476.00 to 1473.85	70	60	70
1473.85 to 1463.70	50	50	50
1463.70 to 1455.50	70	50	70
1455.50 to 1451.00	79	60	70
1451.00 to 1443.00	79	50	70
1443.00 to 1440.90	79	60	70
1440.90 to 1439.90	75	60	70

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

Identified freight trains, with maximum of 70 cars or 3,000 tons or tonnage does not exceed 60 tons per operative brake, and handling no restricted cars, are authorized to operate at speeds shown in Column 1, except must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:		15
Through slip switches		10
Through turnouts on other than sidings		10
On branches		10
On wye track at Carrizozo		10
On balloon track at Tucumcari		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
Robsart	East and west turnouts of siding	20
Corona	Stock spur track	10
Pastura	West turnout of siding	20
Tucumcari	West turnout No. 1 track	20
”	East lead of west yard	10
”	East and west leads east yard	10
”	Roy yard tracks	10

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2	TERRITORY MP MP Column:	FREIGHT AND MIXED 1	LIGHT ENGINES 2
EASTWARD, TUCUMCARI TO FRENCH:			WESTWARD, FRENCH TO TUCUMCARI:		
1627.40 to 1635.53	30	30	1741.67 to 1673.00	30	30
1635.53 to 1635.73	20	20	1673.00 to 1661.70	15	15
1635.73 to 1637.81	30	30	1661.70 to 1658.99	30	30
1637.81 to 1637.98	20	20	1658.99 to 1656.56	20	20
1637.98 to 1644.72	30	30	1656.56 to 1651.58	30	30
1644.72 to 1645.42	20	20	1651.58 to 1651.35	20	20
1645.42 to 1647.24	30	30	1651.35 to 1647.53	30	30
1647.24 to 1647.53	20	20	1647.53 to 1647.24	20	20
1647.53 to 1651.35	30	30	1647.24 to 1645.42	30	30
1651.35 to 1651.58	20	20	1645.42 to 1644.72	20	20
1651.58 to 1656.56	30	30	1644.72 to 1637.98	30	30
1656.56 to 1658.99	20	20	1637.98 to 1637.81	20	20
1658.99 to 1661.70	30	30	1637.81 to 1635.73	30	30
1661.70 to 1673.00	20	20	1635.73 to 1635.53	20	20
1673.00 to 1741.67	30	30	1635.53 to 1627.40	30	30

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS		With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:		15
Through slip switches		10
Through turnouts on other than sidings		10
On branches		10
On balloon track at Tucumcari		10
On wye tracks at stations not listed above		6
On all turnouts listed below:		
Tucumcari	West turnout No. 1 track	20
”	East lead of west yard	10
”	East and west leads east yard	10
”	Roy yard tracks	10
Campana	Stock track	10
Roy	Track No. 2 and industry tracks	10

SPECIAL INSTRUCTIONS—CARRIZOZO SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Carrizozo to Elda Santa Rosa to Tucumcari Tucumcari to Gallinas	Elda to Santa Rosa	Gallinas to El Paso	Campana to MP 1672.00	French to Taylor Mills to MP 1640.40	Tucumcari to Campana MP 1672.00 to French Taylor to Mills MP 1640.40 to Tucumcari	El Paso to Carrizozo
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	1375	1700	2475	....	....	....	1375
	6005 to 6016, 6055 to 6058, 5910 to 5915	1400	1625	2400	....	....	....	1400
DP-5, 6, 8 to 11	6019 to 6033, 5918 to 5924	....	....	....	....	....	....	....
	6034 to 6045	....	....	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	1600	1925	2775	①600	①6050	①1550	1600
	with 61:16 gear ratio				①600	①6050	①1550	
	with 60:17 gear ratio	1250	1525	2200	①600	①6050	①1550	1250
DF-100	5200 to 5202	....	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	2150	2600	3925	800	4000	2150	2650
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	2600	3200	4700	....	....	....	2600
DF-200 to 206	5100 to 5120	....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703	1325	1600	2350	....	....	....	1325
DF-305, 306	4625 to 4633	....	....	....	....	....	....	....
DF-307	4634 to 4645	....	....	....	650	4000	1625	....
DF-500, 501	4800 to 4815	3000	3600	5200	....	....	....	3000
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5799, 5800 to 5844	1675	2575	3725	②650	②10000	②1675	1675
DF-608 to 610, 613, 614, 615	5720 to 5729, 5845 to 5871	2025	2500	3600	....	....	....	2025
DS-1 to 8	1000 to 1032	650	800	1225	....	....	....	650
DS-9 to 12	1033 to 1090	1200	1450	2100	475	4000	1175	1200
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1025	1225	1850	370	4000	1025	1025
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1300	1700	2500	480	4000	1300	1300
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....	....	....

①Applies to DF-1 to 7 Class Locomotives only.
②Applies to DF-611 Class Locomotives only.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

DF-611 class engines may operate on Roy Branch but must not exceed 10 MPH between
MP 1628.00 and MP 1635.50
MP 1672.80 and MP 1706.45
MP 1708.30 and MP 1711.35
MP 1712.60 and MP 1740.47

In emergencies one unit of the following locomotive classes may be operated on the Roy Branch at the following maximum speeds:
DF-1, 2, 3, 5, 8...10 M.P.H.
DF-4..........15 M.P.H.
DF-6, 7..........20 M.P.H.